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Shut The Hell Up!

The list of offenses was long when Franklyn Williams, 32, appeared in Cuyahoga County, Ohio Common Pleas Court to be sentenced for aggravated robbery, kidnapping, theft, and misuse of credit cards. He also cut off his ankle bracelet late last year and fled to Nebraska, where he claimed he was hit over the head and lost his memory. But it was his courtroom behavior that spurred Judge John Russo to call for an extreme measure. During the hearing, Williams would not stop talking, even interrupting his own lawyers repeatedly over about 30 minutes. Finally, Russo ordered deputies to tape the defendant's mouth shut. Williams continued to talk until deputies applied more tape, and finally Russo sentenced him to 24 years in prison. I'd hate to be his Bunkie.

Gettin' Wiggy

Armed thieves in New Delhi, India left a craftsman deep in debt after they made off with 500 pounds of wigs and raw hair worth more than $20,000. "People think wigs are cheap, but they cost a fortune to make," wig-maker Jahangir Hussain said. In fact, he had borrowed more than $17,000 to buy hair last month from South Indian wholesalers. India exports wigs and hair extensions to the tune of $300 million a year. Much of the raw materials are collected at Hindu temples where people shave their heads as a religious sacrifice.

A Strange Case

When an employee of Sarabeth's restaurant in New York City opened the walk-in freezer door, a man jumped out, yelling, "Away from me, Satan!" and grabbed a knife from the kitchen, which he used to threaten restaurant staff. Carlton Henderson, 54, of Cave Creek, Arizona struggled with workers, but eventually fell unconscious and was transported to Mount Sinai St. Luke's Hospital, where he was pronounced dead. Authorities don't know why and how he entered the freezer and why he died, but they did determine he was charged last year with two 1988 cold-case murders in Boston. He had been released on bail the week before the freezer incident. Curiouser and curiouser.

Ripe

West Valley City, Utah has a malodorous mystery on its hands. The community stinks. For the past year, officials have been fielding complaints about the smell, which city communications director Sam Johnson described as "a musty sewer smell... that you can smell in certain parts of the city stronger." The city has now launched a campaign recruiting residents to help pinpoint the source of the odor: "If you smell something, say something."

Bright Idea

Zemarcuis Devon Scott, 18, of Texarkana, Arkansas REALLY wanted to attend a rap concert in another state, so on July 4 he executed his plan to get there: Scott was seen by Texarkana Regional Airport security officers around 2:30 a.m. jumping a fence and trying to get into an American Eagle twin-engine jet parked there. When police arrived, Scott was inside the cockpit, sitting in the pilot's seat. Scott, not a licensed pilot, told officers he thought there wasn't much more to flying a plane than pushing buttons and pulling levers. He was charged with commercial burglary and attempted theft.

Nerd Alert

Who knew? Apparently the unofficial "uniform" for Bay Area techies and venture capital investors is a vest, so the Japanese company Uniqlo is cashing in with a vest vending machine at the San Francisco International Airport. The airport's public information officer, Doug Yakel, says the machine is no joke; it earns $10,000 a month on average. Do the math: At $49.90 apiece, the company is selling about 200 of its ultra-light down vests each month. "This is the first time we've had clothing available for sale from a vending machine, which we thought was very unique," Yakel says.

Driving Gansta-Style

A driver's license examiner in Glen Burnie, Maryland got a whiff of something illegal recently when she approached a car about to be used in a driving test. She called Maryland State Police, who found Reginald D. Wooding Jr., 22, of Baltimore waiting in his mother's car to take his test. But he never got the chance. Wooding was in possession of marijuana, a scale, more than $15,000 in suspected drug-related money, and a 9mm Glock handgun with a loaded 30-round magazine.

Thoroughbred White Girl

In Bluffton, South Carolina, 32-year-old Lauren Elizabeth Cutshaw informed police officers she was a former cheerleader, sorority girl, good student, and National Honor Society member after they pulled her over at 1:45 a.m. on Aug. 4 for running a stop sign at 30 mph over the speed limit. She also told officers she shouldn't be arrested because she's a "very clean, thoroughbred, white girl." She said she'd had only two glasses of wine, but then admitted, "I mean, I was celebrating my birthday." Police arrested her anyway and booked her drunk ass.

Car Nut

Farah Hashi, 25, of Newport, Wales is "mad about cars," so while he was visiting friends in Dubai, they arranged for him to drive a $350,000 Lamborghini Huracan. Hashi, who has one leg shorter than the other and typically drives a custom Vauxhall Corsa mobility car, took full advantage. He was caught on roadside cameras 33 times in less than four hours as he reached a top speed of 150 mph and racked up more than $47,000 in speeding fines.

A Real Dildo

Airport security at Berlin's Schonefeld Airport evacuated a terminal recently after spotting "suspicious content in a luggage piece" during a routine X-ray. The bag's unnamed owner was summoned, but he was reluctant to identify the mysterious items, calling them just "technical stuff." After an hour-long investigation involving the bomb squad, the 31-year-old traveler admitted to federal police that the items were sex toys, including a vibrator, he had brought along for his girlfriend. He was allowed to proceed with his trip, and the terminal reopened shortly afterward.

Biker Saying of the Month

"Catching a yellow-jacket in your shirt at 70 miles per hour can double your vocabulary."

Easyriders

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We love hearing from you! Please send your questions or comments to the editor at **dnichols@easyriders.net**. Next month's issue goes on sale December 4, 2018.

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FRIENDSHIP TRIP

BEN HUNT'S PAPER STREET CUSTOMS SHOVEL

"I like outlaw country, Levi's, Budweiser, Chevrolet, old school choppers, Gibson Les Paul's and I don't really like change, so that's where I'm at."
—*Ben Hunt*

Gainesville, Georgia's Ben Hunt is one busy guy. The industrial welder/metal worker/fabricator's business, Hunt Metal Craft, has really taken off. A dedicated family man as well, his hobby time of bike building has gotten a bit limited. Not that he's complaining; he digs his life. "My wife Bonnie puts up with my motorcycle sickness pretty well," he laughs.

"My kids, Carson and Lila, just really enjoy riding on the shovelhead with me."

Moto-fever was instilled in Ben at a young age. "My mom actually rode a Harley," he says. "I was brought up around a bunch of old greybeard bikers who rode a lot of shovelhead choppers and things of that nature, so it's no wonder I turned out like I did."

If Ben is the picture of a home and hearth family man, then his good friend, Ryan Gore of Paper Street Customs, is kinda the opposite. Currently hanging his hat in Gunnison, Colorado, Ryan has bounced around the country a good bit, working and building bikes. One of those bounces landed him in Georgia, where he worked for Ben's company. The two talented welders and chopper-fiends

naturally became fast friends.

Ben bought the stock 1981 FXS about ten years ago and rode it around that way awhile. The motor was less than cooperative. "I have fought this bike since the day I bought it," he says. "I rebuilt the motor three times. The third time I decided to tear the thing all the way down and redo everything." He took it to the guys at Hartman T/F Cycles in Canton, Georgia. They shit-canned everything but the cases and the jugs.

Deciding to chop the old stocker, Ben welded on a shovelhead hardtail kit from Speed King Racing. He mocked it up as a roller, and it sat that way for a year and a half as his business took off. "I had a hard time letting it go, to have someone else build it," He says. "But I knew how capable Ryan is, so we met on a project in Iowa, and I hauled the roller out and gave it to him."

Ryan quickly got started on his friend's chopper. There were a few things Ben wanted, like a king and queen seat and a sissy bar, but apart from that, Ryan pretty much had carte blanche as far as the details. "I try to make as much as possible," he says. "I'm not really into buying and bolting stuff on." He created the controls, handlebars, pipes, top motor mounts and sissy bar all out of stainless, a material both welders know intimately in their industrial welding gigs. The majority of Ben's business is stainless steel process piping.

Ryan modified the oil tank to hide the battery, since Ben wanted an electric start. He also narrowed the Lowbrow gas tank and redid the tunnel so it would sit a little lower. They sent the seat pan to their mutual friend George Green at Bare Bones Leather, who did the incredible carving job. Scott Takes of Underground Art Studios squirted the paint, artfully reimagining an old knuckle-era Harley Logo for the tank graphic.

Which brings us to the initials "LB" engraved on the points cover. When I asked each of them about it, they both busted up laughing. Ben explains, "Ryan's a pretty big fella. He's like 6'4", 310 pounds, and I am not that big of a guy 5'8", 170 pounds, so for the longest time Ryan would call me LB which stands for Little Ben. That's his way of screwing with me, 'cause he knows it aggravates the crap out of me. I didn't see that points cover until the day he delivered the bike. I saw it and said, 'Yep, he got me again!'"

Ben puts miles on the shovel whenever his schedule allows.

The raven-haired honey on these pages is your Fox Hunt winner, Bella, who inspected every weld on the bike with various parts of her body and gave this scooter a thumb's up for safety.

The friendship he and Ryan share keeps rolling on even if they don't get to hang out very much these days. "We've always stayed in touch with each other," says Ben. "We talk to each other every week or so to this day."

Ryan continues to build great bikes out of Paper Street Customs, as well as doing fab work for Orange County Choppers. Check out his instagram: @paper_street_customs.

—Beatnik

"I try to make as much as possible. I'm not really into buying and bolting stuff on."

Owner: Ben Hunt
City: Gainesville, Georgia
Designer: Ryan Gore

GENERAL
Fabrication: Paper Street Customs
Year/make: 1981 HD
Model: FXS
Assembly: Paper Street Customs
Time: 8 years

ENGINE
Year: 1981 H-D
Model: FXS
Rebuilder: Hartman T/F
Ignition: Dynatek 2000i
Displacement: 80-inches
Lower end: H-D
Pistons: stock
Heads: stock
Cam: stock
Carb: S&S Super "E"
Air Cleaner: TC Brothers
Pipes: Paper Street Customs

TRANSMISSION
Year and make: 1981 H-D
Shifting: foot

PAINT
Painter: Scott Takes, Underground Art Studios
Color: Red

FRAME
Year/Make: 1981 H-D
Type: FXS
Rake/Stretch: stock
Modifications: Speed King Racing hardtail kit

ACCESSORIES
Bars: Paper Street Customs
Handlebar controls: Kustom Tech
Fender: Bare Knuckle Choppers
Headlight: Ebay
Taillight: After Hours Choppers
Electrics: Paper Street Customs
Gas Tank: modified Lowbrow
Oil tank: modified After Hours Choppers
Primary: BDL
Seat: Kurt Green/Bare Bones Leather
Grips: Biltwell

FRONT END
Builder: V-Twin Mfg.
Type: springer
Extension: stock

WHEELS
Size: 21-inch front, 16-inch rear
Hubs: spool
Brake: Wilwood dual caliper

Photos: Don Rogers

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MOTORCYCLE CANNONBALL

The other day I received a call back from Michael Lichter, as I had been trying to get ahold of the owner of a bike he had photographed. He gave me the skinny on that, so naturally I followed up with, "So, what's new?"

He nonchalantly answered, "Right now I'm riding backwards on the back of a motorcycle shooting the Motorcycle Cannonball Run. I had a minute to kill, so I thought I'd give you a call." Michael Lichter, the hardest working man in motorcycling.

For those in the know, the Motorcycle Cannonball Run is a 3,400 mile, cross country motorcycle ride from Portland, Maine to Portland, Oregon. This year's Cannonball is limited to machines 90 or more years old. The event was founded by Lonny Isam, a legendary motorcycle collector who passed away in 2017 from brain cancer.

Lonny's idea was that so many antique motorcycles are just sitting in museums and garages, and he thought that these machines deserved to be ridden. Not just around the block, but cross country, like the early motorcycle pioneers did it.

I don't want to give away the whole story here, because very soon we will be featuring Michael's pictures in the February issue of *Easyriders*, on sale January 8th. Look for it.

SELF-RIDING MOTORCYCLES?

So, we're not exactly sure WTF, but there have been a bunch of news stories lately touting BMW testing a self-riding motorcycle. One that can start, accelerate, steer, and brake to a stop, all without a rider. So why would someone want a self-driving motorcycle, that doesn't need a rider? The news articles all point to creating a test bed to try out new technologies that would improve motorcycle safety. They are not trying to eliminate the rider, just take some decision making away from the rider, so the motorcycle senses obstacles, and can avoid collisions.

We already have antilock braking systems (ABS) which stop the tires from skidding out from too much brake being applied. Motorcycle Traction Control (MTC) prevents the rear wheel speed from exceeding the front wheel speed, to keep the vehicle from exceeding available traction. What BMW is now testing are systems that control steering, lean angles, and handling.

Motorcycle riders will resist having their bike's control taken away from them. While these tests are being conducted to improve motorcycle safety, the bottom line is they give incentives to lawmakers and safety bureaucrats to add costly systems which will only serve to increase the cost of buying new motorcycles. There is a trend here to make motorcycles so expensive that ordinary people can no longer afford to buy them. The final solution to motorcycle safety? Eliminate motorcycles.

Source: NBC News

QUOTE OF THE MONTH

"Some circumstantial evidence is very strong, as when you find a trout in the milk."

—HENRY DAVID THOREAU

IN RELATED SAFETY-CRAT NEWS

The National Transportation Safety Board (NTSB) is recommending that all new motorcycles be equipped with antilock braking systems (ABS) as standard equipment. The vote was unanimous, 5-0, to present these recommendations to the National Highway Traffic Safety Administration (NHTSA) to implement as new regulations.

The NTSB also recommended that electronic stability control should be studied for motorcycles, and performance standards adopted, but stopped short of recommending that the technology be required at this time.

ABS is required on motorcycles over 125 cubic centimeters, sold in Europe since 2016. Anti-lock brakes were standard on 8.9 percent of USA made motorcycles, and optional on 13.3 percent, according to the NTSB. The Insurance Institute For Highway Safety (IIHS) claims that anti-lock brakes could reduce motorcycle fatalities 13 percent, a figure that ABATE of Wisconsin disputes, based on its review of fatal motorcycle crashes.

Source: Milwaukee Journal Sentinel

OXYCONTIN MAKER PATENTS DRUG TO TREAT OXYCONTIN ADDICTION

According to the government and the news media, opioid addiction is the scourge of the nation, and something must be done about it. Not to trivialize those who struggle with addiction, most of the attention in recent years has gone to abuse of opioids such as OxyContin, which is very effective in the treatment of chronic pain, and is also super addictive.

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OxyContin is patented and produced by Purdue Pharma. A lawsuit accuses the company and its owners of a "deadly, deceptive scheme to sell opioids," which the company denies.

What is next for the company? According to *The Financial Times*, the company recently patented an improved form of buprenorphine, a drug that controls drug cravings, and is given to addicts hooked on OxyContin. The patent is for a wafer of buprenorphine that dissolves in seconds.

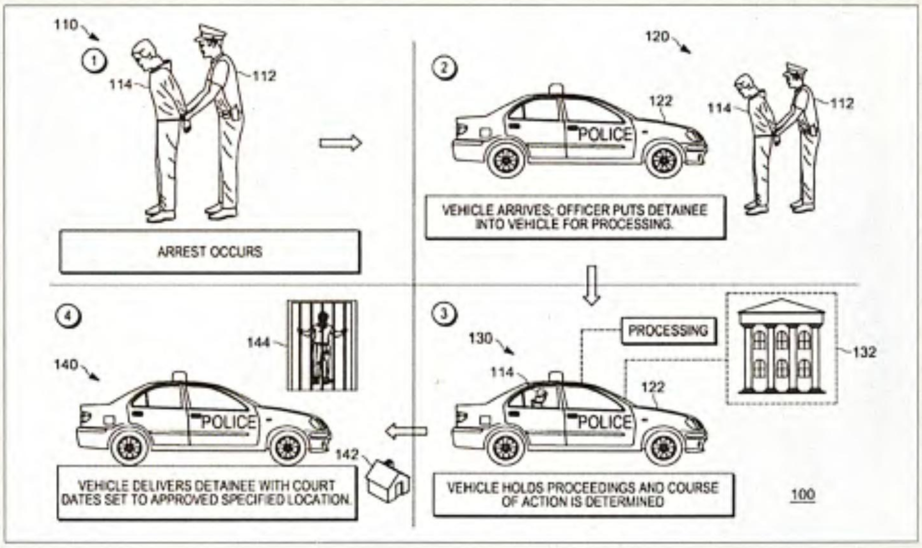
The gist of this, if I am reading it correctly, is that the maker of a deadly addictive drug has invented a drug that treats addiction to the aforementioned addictive drug.

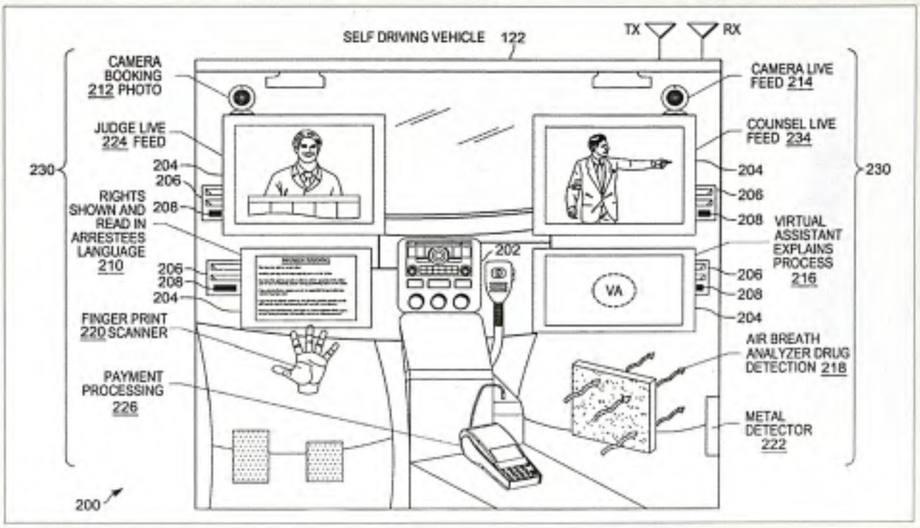
Source: HT, The Corbett Report

ROBOCOP COMING SOON TO A POLICE STATE NEAR YOU

Motorola has recently patented a system for an autonomous police car that, once detained by the cops, will lock you up, breathalyze you, read you your rights, call your lawyer, consult with the court to set your bail, and allows you to swipe your credit card to pay your bail, all while in the vehicle.

All of this information is contained in Patent number 10049419, "Mobile Law Enforcement Communication System and Method." They say a picture is worth a thousand words, so here are two: *Source: BoingBoing*





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A SWEDISH-STYLE TOXIC CHOPPER FROM GERMANY

THE UNHOLY TERROR

The motto, "Built to go, not for show," definitely applies to this chopper. We would love to show you some riding shots, but the weather in Germany refused to play along, and road salt is the last thing you'd want on this bike's paint job or the many-spoked wheels. But bikes built by Arno Kruth, the owner of Toxic Bikes, can be seen on the roads and at events across Europe. As Arno puts it, "We love show bikes, but ours are definitely rideable."

Seems the Unholy Terror, as this chopper is known, is the second version of a Swedish-style long bike that Arno built for himself to ride. Unfortunately, the first version of Unholy Terror was in an accident and it doesn't exist anymore. When building this bike, Arno kept to the original specs and clean lines he used on the first chopper, but changed some of the components to make himself the ultimate Evo chopper. It's the perfect calling card for Toxic Bikes.

Beginning with a VG Motorcycles frame, Arno used a Harley Evo motor and transmission for every day, bulletproof rideability. VG Motorcycles not only produces OEM copies of Harley-Davidson frames, but also

makes custom frames like the one seen here, which was built according to Arno's specs.

Because the bike is, as Arno says, "very dear to my heart," he wanted to combine the VG frame with a Tolle Engineering extended Wide Glide front end. The combination of the frame and front end with its adjustable triple trees, gives this bike a true Swedish chopper look with 52 degrees of rake. The straight spoked wheels by SS Cycle and SSC mini brakes up front add a modern chopper touch. There are 160 spokes on that back wheel. We counted 'em!

Many of the details on this terrorizing two-wheeler, such as the sissybar, rear fender, seat, and exhaust pipes were made in-house right at Toxic Bikes. The radioactive green flamed paintjob was expertly handled by Danny Schramm at Schrammwerk.

Originally, this scooter was to be a different color because Arno based it on a sketch he found of an Ed "Big Daddy" Roth motorcycle. But in keeping with the Toxic theme, this Unholy Terror had to fly in the face of convention. After all, everybody knows it's bad luck to paint a Harley green, right?

—Maggie S. Zimpel

Owner: Lars V.
City: Northern Friesland, Germany

GENERAL

Design/Assembly: Toxic Bikes
Time to build: 10 months

ENGINE

Manufacturer: H-D
Type: Evo
Displacement: 80 cubic inches
Cam: Andrews
Carburetor: Mikuni HSR 42
Air filter: RSS Sweden
Ignition: Crane HI-4N
Exhaust: Toxic Bikes

TRANSMISSION

Manufacturer: H-D
Year: 1996
Shifting: 5-speed
Primary drive: H-D with EMD cover (Billy Boy)
Clutch: OEM

CHASSIS

Frame: VG Motorcycle
Year: 2017
Type: wishbone, based on Toxic Bikes' specs
Rake: 52 degrees
Swingarm: old style, VG Motorcycle

PAINT

Color: green
Painter: Fahrzeuglack Bad Doberan
Special paint: Danny/Schrammwerk

FRONT END

Builder: Tolle Engineering
Triple trees: Tolle Engineering

ACCESSORIES

Handlebars: Toxic Bikes / S-F-H
Grips: Biltwell
Gauges: Kustom Tech
Mirrors: Arlen Ness
Gas tank: Salinas Boys / Cole Foster, modified
Oil tank: H-D Softail
Point cover: Wannabe Choppers
Foot pegs: P.M.
Fenders: Toxic Bikes
Seat: Toxic Bikes, Saddlery Wendt
Headlight: Paaschburg Wunderlich
Taillight: Easyriders Japan
Speedo: Motogadget Tiny
Sissybar: Toxic Bikes

WHEELS

Type: 120-spokes (front) / 160-spokes (rear) SS Cycle
Size: 18-inch front; 18-inch rear
Tire: Metzeler ME888 (240/40 rear)
Brakes: SSC mini brakes front; SSC pulley brakes rear

Photos: Stefan Weidner, Rostoc

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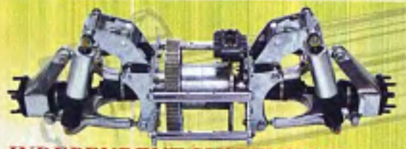

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Sergio wanted something that he could ride like a chopper but that had suspension.

LA BESTIA

Master bike builder Paul Yaffe has been friends with Sergio Castillo for many years and has built him more than a few custom motorcycles. "Sergio is a second generation grape farmer down in Mexico," Paul says. "He employs over 3,500 workers. If you eat grapes in America, chances are that Sergio grew them."

"The whole bike is hand-painted with a brush by J.C. at Rolling Art."

While Sergio is a proud family man, he also knows how to live life to the fullest. "He rode with me to Sturgis and we stopped for the night in Telluride, Colorado," Paul recalls. "All the bikes were parked across the street from the hotel. At about 11:30 at night, I heard all this music on the street. I looked out my window to see Sergio playing music on the Road Glide we just built for him. There were people dancing in the street. At about 1:00 a.m., I woke up to hear even louder music and the sounds of a full-on salsa dance party with 25 or more people dancing. Sergio had created a helluva street party."

For this particular bike, Sergio had admired a rigid chopper that Paul built back in 2004 for a Discovery Channel *Biker Build-off* called el Caliente that was featured here in *Easyriders*. The chopper was flat black and nickel. But Sergio said that he could never ride a rigid bike like that in Mexico with its rough roads and potholes. He wanted something that he could ride like a chopper but that had suspension. Then a friend of decided to sell Sergio his 2009 Harley Cross Bones Softail, and the stage was set for this build.

"At first he just wanted a make-over," Paul tells us. "But then he wanted us to nickel plate it. Suddenly, the build got more expensive." Paul took the entire Softail apart, sending all the sheetmetal out for a very special paintjob. "The whole bike is hand-painted with a brush by J.C. at Rolling Art," Paul says.

"Sergio wasn't in a big hurry so we took our time and really came out with something special." The seat, for instance, is from Russell Mitchell at Exile Cycles and sits on a leaf spring. The bike has both shocks and the seat has suspension so Sergio won't have to worry about those south of the border potholes as much.

"After harvest season each year, Sergio and his friends take off for a major ride and put on over 2,500 miles on their bikes," Paul says.

"So we designed a detachable sissybar that holds his luggage and acts as a backrest. The bike Sergio calls La Bestia (The Beast) becomes a touring bobber." While the frame is mostly stock, the shaved neck benefits from a 3-degree rake in the triple trees thanks to a conversion kit from Vulcanworks.

The Softail's Twin Cam motor is also mostly stock save for the hot cam that Paul installed. The end result is a stylish Softail with some serious chopper looks that is good for the long haul. "Though custom baggers are our bread and butter, we always have four or five choppers going together at the shop," Paul says. You could say the spirit of Paul's el Caliente chopper lives on in the wicked sled called La Bestia.

—Dave Nichols

Owner: Sergio Castillo
City: Hermasillo, Mexico
Designer: Paul Yaffe

GENERAL

Fabrication: Yaffe crew
Year and make: 2009 Harley-Davidson
Model: Cross Bones
Assembly: Yaffe crew
Time: one year
Chroming: Metro–Nickel

ENGINE

Year and make: 2009 H-D
Model: Twin Cam
Rebuilder: Yaffe
Ignition: Twin Tech
Displacement: 103 cubic inches
Lower end: H-D
Balancing: H-D
Pistons/Heads/Cam/Lifters: H-D
Carb: EFI
Air cleaner: Trask
Pipes: Paughco Skirt Blowers

TRANSMISSION

Year and make: 2009 H-D
Shifting: smooth

PAINT

Painter: Rolling Art Custom
Color: black, grey and white
Type: PPG
Other modifications: hand-painted graphics over brushed nickel

FRAME

Year and builder: 2009 H-D
Type: Softail
Rake: 3 degrees
Shocks: stock
Other modifications: shaved neck

ACCESSORIES

Bars: Mini Monkey Bars
Handlebar controls: H-D
Fenders: Paul Yaffe Originals
Headlight: H-D
Taillight: RSD
Speedo: I don't wear 'em
Pegs: H-D
Electrics: Paul Yaffe Originals
Gas/Oil tanks: Paul Yaffe Originals
Oil system: H-D
Primary cover: Paul Yaffe Originals
Seat: Exile/DB Leather
Mirrors/Grips: Paul Yaffe Originals

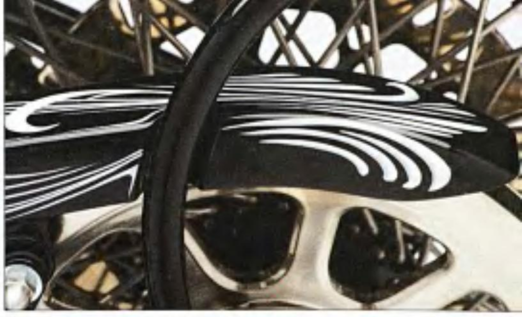
FRONT END

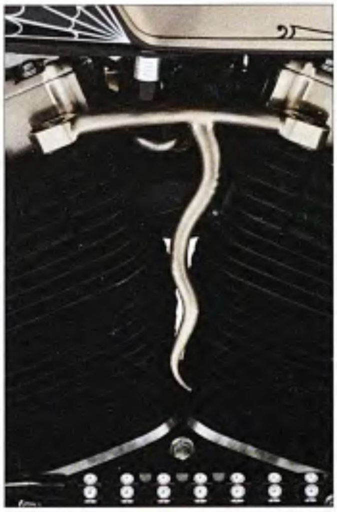
Type: Springer
Extension: 3-inches over
Brand: H-D/Vulcan

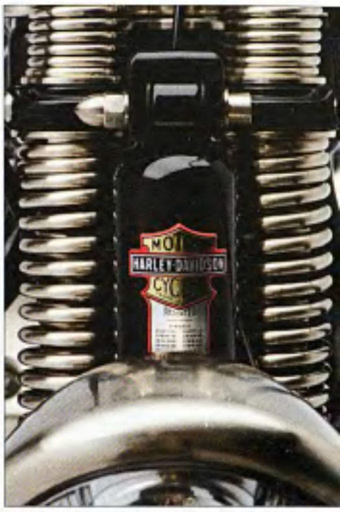
WHEELS

Size: 18-inch front, 16-inch rear
Type: Ride Wright
Tires: Metzeler
Brakes: Brembo
Photos: Michael Lichter

Contact: Paul Yaffe Originals
602-840-4205
paulyaffeoriginals.com







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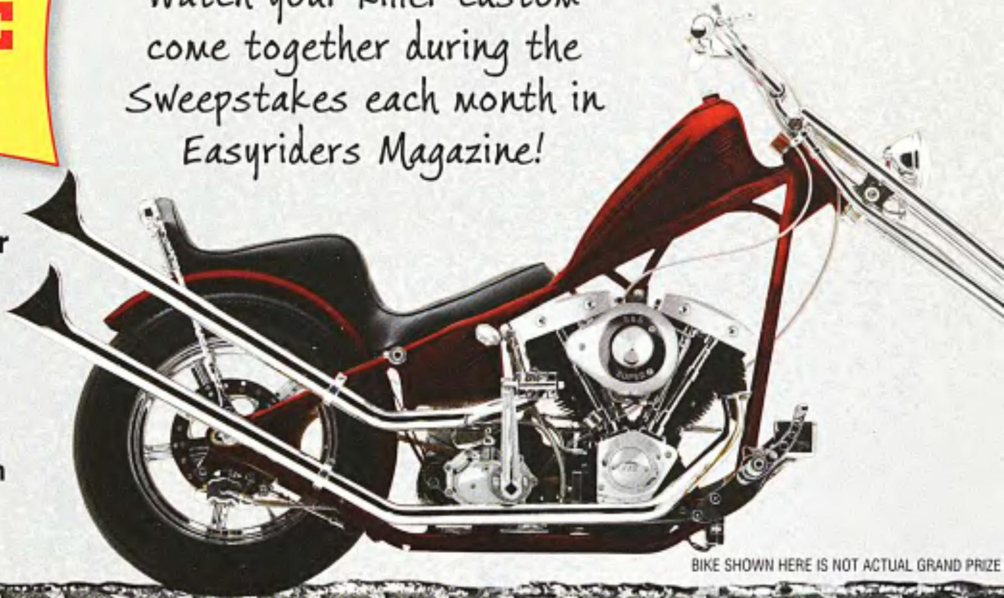

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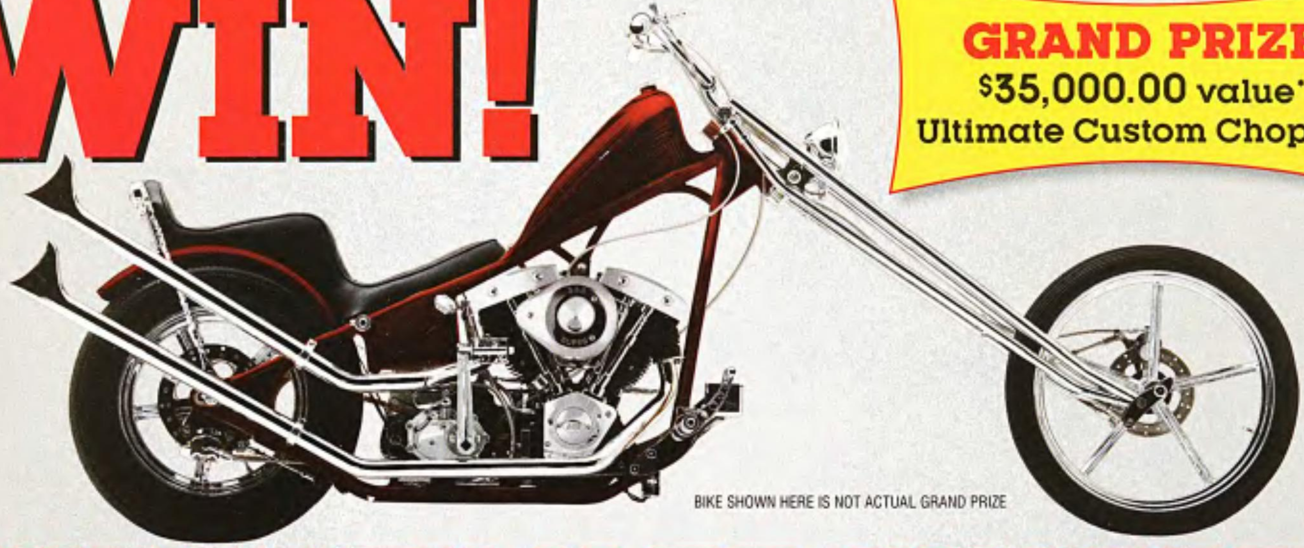

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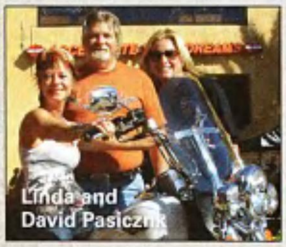
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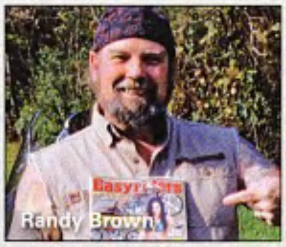
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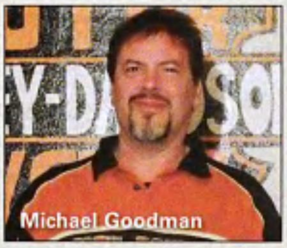
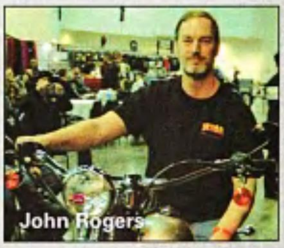

Michael Goodman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Passin' Gas

In the middle of a cross country ride, Scooter was chatting to a girl in a Texas bar. After a few drinks, he invited her to his hotel room and she readily agreed. As she eagerly stripped off her clothes, he asked her how old she was. "Thirteen," she replied.

"Thirteen!" he exclaimed in horror. "My God! Get those clothes back on at once and get the hell out of here. Are you crazy?"

As she grabbed her things and headed for the door, she turned to him and said, "Superstitious, huh?"

—Greg Cook
National City, Calif.

An old lady walked into a psychiatrist's office. "Doctor," she said, "I think I might be a nymphomaniac."

"I might be able to help you," replied the shrink, "but I should warn you that I charge $100 an hour."

"That's reasonable," the old lady responded. "But how much for the whole night?"

—Big D
Fun Town

Harpo was entertaining a boy his daughter had brought home from college. "I realize it's only a formality," the young man said, "but I want to ask for your daughter's hand in marriage."

"And where did you get the idea that this is just a formality?" Harpo asked.

The boy replied, "From our pregnancy coach."

—JoLo
Lil' Hill, California

How can you tell if a prospect Harley mechanic just had sex? One of his palms is clean.

—Big D
Fun Town

Biker Bob was reading about a football player who was known for being a jerk and who was dating a sexy movie star. Bob said to his wife, "I'll never understand how the biggest jerks get the hottest women!?!"

Bob's wife smiled and said, "Aw, thank you Honey!"

—Grumpy
Ionia, Michigan

Did you hear about the new Viagra eyedrops?
They make you look hard.

—JoLo
Lil' Hill, California

A hot young blonde and her middle-aged aunt arrived at the doctor's office. "We're here for an examination," the hottie said.

"All right," the doc said. "go behind that curtain and take off all your clothes."

"No, not me," the hardbelly said, "my aunt."

"Oh, I see," said the doc. "In that case, madam, open your mouth and stick out your tongue."

—Big D
Fun Town

Broke Ass Bob read an advertisement that the new whorehouse in town charged $50 for the first visit and $25 thereafter. So, he jumped on his ratty ol' scoot and jammed down there for his first visit. He knocked on the door and the Madam answered, "Who's there?"

Broke Ass promptly replied, "It's me again!"

—JoLo
Lil' Hill, California

An old man in the nursing home got a bottle of wine for his birthday. He talked the old lady in the next room into sharing it with him. After they were both totally bombed, he started groping the old lady and pulling at her clothes. He managed to get her blouse and bra off before she stopped him. She said, "I can't do this, I have acute angina."

The old guy said, "God, I sure hope so, you've got the ugliest tits I've ever seen."

—Friendly Freddy
Gaping Hole, California

Yesterday I was kinda down. I saw a billboard that said: NEED HELP? CALL JESUS! 1-800-555-HELP.

Out of curiosity I did.

A Mexican showed up with a tow truck.

—Mike Bennett
Billings, Missouri

A depressed and rejected prospect who didn't make the cut decided that if he couldn't be a patch holder, he'd rather die. So he headed down to the park and hung his lame ass from a tree.

A few days later this chick was walking her dog and spotted the ol' boy up in the tree. She asks him what he was doing and he said, "I'm hanging myself."

"You're supposed to put the noose around your neck, not your waist," said the onlooker.

"I tried that," replied the pathetic loser, "but I couldn't breathe."

—Greg Cook
National City, Calif.

A blonde called down to the hotel reception desk to complain that she was trapped in her room. "I can't get out!" she cried.

"Why not?" asked the reception clerk. "Have you tried the door?"

The blonde said, "But there are only three doors in here. One is the bathroom, one is the closet, and one has a sign on it that says 'Do Not Disturb!'"

—JoLo
Lil' Hill, California

Did you hear about the flasher who was thinking of retiring?
He decided to stick it out for one more year.

—Greg Cook
National City, Calif.

SweepstakesGarage

BUILDING THE ULTIMATE CHOPPER
And It Could Be Yours!

That's right, we're building you the ultimate chopper as the *Easyriders* Sweepstakes Grand Prize. The long and lean wonderbike is being built by Tony Tyrrell, owner of Lone Wolf Chop Rodz of El Cajon, California. The shining star of this chopper will be a shovelhead motor put together by none other than motor maestro Kendall Johnson.

By the time you read this, the fire-spittin' 1980 shovelhead motor will have been completely refreshed by the folks at Kendall Racing in Winston-Salem, North Carolina. Kendall, his son Zack, and their crew are known for building some extremely powerful motors for racing, and many of their bikes have graced our pages. Zack explains what this motor is all about: "We started with a complete tear-down and an analysis of what it's going to take to get this thing into top working condition," he says. "We replaced the crank pins, the flywheels were remanufactured, trued and balanced, and the cylinders were bored to fit the pistons."

The team at Kendall Racing have also reground the valves and recut the seats, so in essence, they did a complete valve job on the motor, including new valve springs. "We also put a .450S lift cam from S&S in there," Zack adds. "And we put in new lifters and pushrods, plus a new S&S oil pump, so ultimately it's going to be a completely refreshed and remanufactured motor. Plus we're running an S&S E carb and an S&S intake manifold. This is going to be one bad-assed machine!"

Mated to the awesome shovel motor will be a 6-into-a-4 transmission from Baker Drivetrain. It's one of Baker's more popular items, according to Michelle Baker who runs the day-to-day operations there. "The case fitment is for a '70-to-'85 with an N1 shift drum, which has neutral at the bottom," she tells us. "It's got a polished case, a polished bearing door, and a chromed sidecover.

"It's a great transmission to upgrade your four-speed if you're looking for extra gears on the highway. For a '70-to-'84 case, you can either go with a tapered or a spline main shaft, depending on what setup you want to run for your clutch and stuff," she adds. "For this bike, we opted for a tapered main shaft."

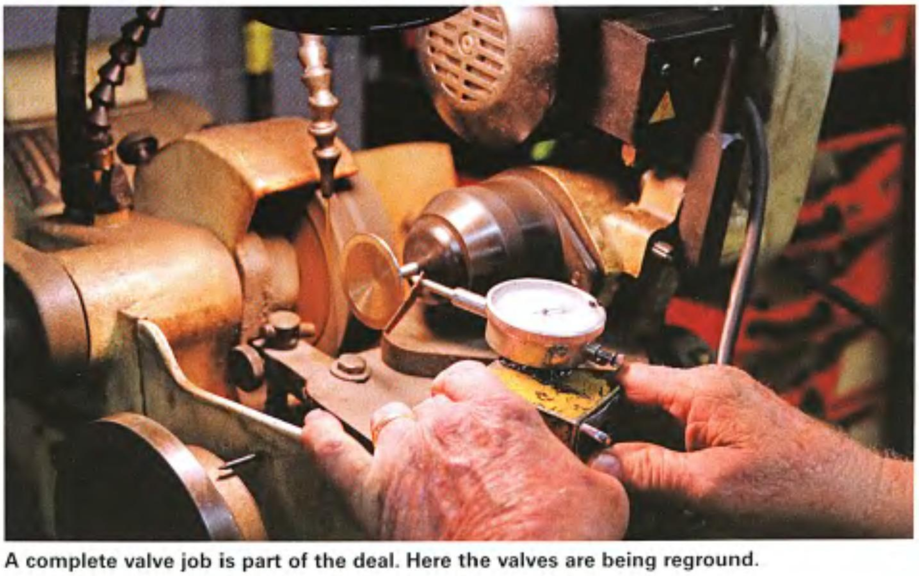
But a trannie and a motor don't make a whole motorcycle, so the good folks at Paughco in Carson City, Nevada have supplied most of the rest of the parts. Paughco has been in the two-wheeled business for 50 years, and they're known around the globe for excellent restoration and custom parts. The 21-inch front and 18-inch rear wheels, as well as the rear fender, oil and gas tanks and more, came from Paughco. The bike's rigid frame is worth a special mention since it was specifically fabricated and tailor-made for this chopper in Paughco's in-house shop. We also want to mention the bulletproof primary drive from our friends at Belt Drives Limited.

Now to put all this together and handcraft many one-off parts, Tony Tyrrell will step in to make your chopper truly one of a kind. To see an example of his awesome talents, check out his wife Michelle's kickass Sportster chop job on page 80.

In next month's issue of *Easyriders*, we'll take you to Tony's shop, Lone Wolf Chop Rodz to see what he's planning on doing with all the above-mentioned parts to build a wild chopper that will blow your mind.

But remember, you can't win this out of site chopper if you don't enter the Sweepstakes. See the ad on page 29 and enter today! —*Tripper*

The heart of this chopper will be a 1980 shovelhead motor built by Kendall Johnson and his crew.



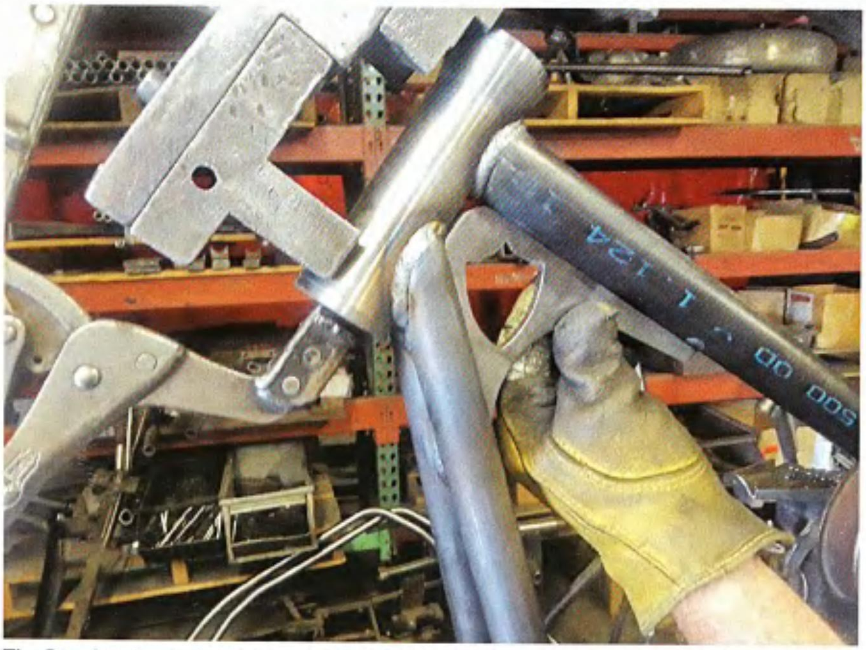
A complete valve job is part of the deal. Here the valves are being reground.

Photos: Brad Patton and courtesy of Paughco

Gauging the valves to make sure they will fit perfectly.

The flywheel and connecting rods also get a make-over.

Special Kendall Johnson custom covers will grace the motor.



The Paughco frame is custom-made for this chopper. There'll be no other chopper like it.

HARLEY LINEUP FOR 2019

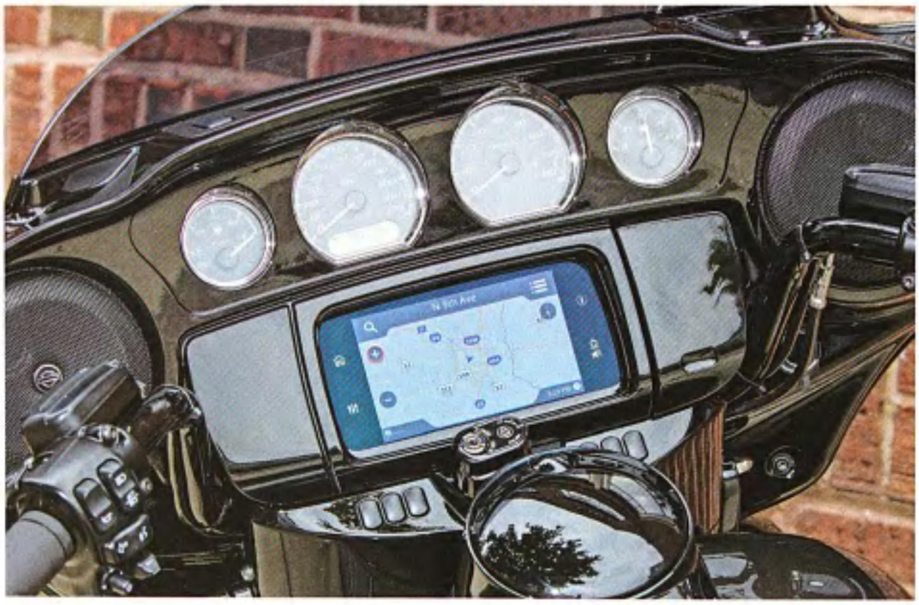
Harley-Davidson's 2019 model press launch was more extravagant than usual, and that was mainly due to the company tying it very nicely into the 115th Anniversary festivities in its hometown of Milwaukee where close to 150,000 riders from all over the world gathered to celebrate the long-lived icon.

For a gaggle of select motojournalists, however, it all began a few days earlier, close to 400 miles to the west in Minneapolis, where they were introduced to the 2019 line of Custom Vehicle Operations (CVO) models that mainly benefited from a new and improved infotainment center, the Boom! Box GTS Infotainment System. The journalists were then tasked with riding these three CVOs: the Street Glide, the Road Glide, and the Limited, all the way to Milwaukee through what turned out to be some "historic flooding" along the way. But the bikes rode through the pouring rain valiantly and proved themselves the ideal touring bikes they were conceived to be.

Once they had made it to Milwaukee (and the weather had improved), the journalists were introduced to the other news items. The first one was a new addition to, and the tenth member of, the already strong Softail line: the brand-new FXDR, Harley's homage to the sport of drag racing. The second one was a glimpse into Harley's future via a pre-introduction to what's going to be next year's big news: the 2020 Livewire, an all-electric bike the company's been working on for several years now, and at last seems close to bringing to market.

One brand new model and an updated infotainment system doesn't look like a giant step for a company that wants to have 100 different models within a 10-year time span (at last count, they're up to 35), but maybe that's because these seem to be tough times for Harley-Davidson. There's the infamous rider attrition due to aging that's befallen the company for a while now, exacerbated by a lack of the younger generation coming into the fold for a variety of reasons. But more importantly, there's the current tariff situation that, according to several Harley sources, is costing the company close to a million dollars a day. And, as was pointed out to us several times during the launch's press conference, the company refuses to pass what would amount to massive cost increases on to its customers. It's a noble gesture, to be sure, but also a very expensive one.

All this is to say that one new model and a couple of upgrades are going to have to do for right now. So let's take a look.



BOOM! BOX GTS INFOTAINMENT SYSTEM

Harley-Davidson's Boom! Box GTS infotainment system is an upgrade from last year's Boom! Box technology in a number of ways. The GTS stands for "GPS, Touchscreen, and Smartphone Integration." Five of the 10 baggers (other than the CVO line) are equipped with it.

The acronym pretty much tells you what it's capable of, and this new and improved system processes data about 50 percent faster than the previous system—from 21 to 10 seconds for boot-up, and from 10 to 2.5 seconds for route calculation, according to H-D, and it has more memory. Also, it's now possible to use the touch screen with your gloves on, which wasn't the case last year. Supposedly, the screen can go a bit haywire when it's wet, but that can happen even with ungloved fingers. I have to say, though, we had no problems when riding through some fairly gnarly rain on our trip to Milwaukee. Our problem was trying to find roads that weren't flooded because that information hadn't been updated yet on the local GPS.

Of course, you don't have to touch the screen, and you probably shouldn't while you're riding anyway. There are two toggle switches for that, one on each side of the handlebars. They do everything you need to do to maneuver your way around the screen, from navigation to music selection, and even Bluetooth connection for making and receiving phone calls.

Also, a new Back button has been added, and the screen features condensed information that's really easy to read. The new Quick Jump feature allows easy access to navigation, audio, and vehicle information. Harley-Davidson has an app for your smart phone, so you can link it up to the

infotainment system and set your travel routes from your phone. There are actually too many features for this little space, so we're going to take one of the baggers on a road trip to test this GTS infotainment system thoroughly for an upcoming issue.

For more information on any of these bikes, go to h-d.com.

CVO MODELS

The big news here obviously is the new Boom! Box GTS infotainment system. In terms of power train and riding comfort, the CVO line offers pretty much the same as last year's models: the Limited, the Street Glide, and the Road Glide. Of course, the CVO line isn't the only line that benefited from an infotainment system upgrade; all baggers with the 6.5-inch screen as well as the Tri-Glide received it. Only the baggers with the smaller 4.3-inch screen and the regular Boom! Box infotainment system didn't get the upgrade.

Besides the new system, the CVO models also got new paint jobs. All three models feature the 117-inch Milwaukee Eight motor, now in its second year, with Screamin' Eagle power upgrades.

CVO LIMITED

This is Harley's top dog in touring, the "grand poobah" of them all because it features every amenity known to biker man and woman. From the dual bending valve front suspension and emulsion rear suspension with hand-adjustable pre-load to the heated two-up seat with a custom seat cover, insert and stitching unique to CVO models, plus matching adjustable rider and passenger backrests. And with a power-locking key fob, Reflex-linked Brembo brakes with ABS and the Harley-Davidson Smart Security System, there's no end in sight.

There's also the 19-inch front and 18-inch rear Tomahawk wheels and the Kahuna Collection shifter pegs, brake pedal cover, and muffler end caps. Plus heated grips and rider and passenger boards, blazed red rocker covers, and a satin chrome exhaust. And for 2019, the Limited is available in three color options: Magnetic Grey Fade, Magnetic Grey and Wineberry with Red Pepper, and Auburn Sunglo Fade and Black Hole with Rich Bourbon.

CVO STREET GLIDE

My personal favorite, the CVO Street Glide may not have as much room to pack your stuff as the Limited, but it's also not as top heavy. The mostly cosmetic updates include the color-accented rocker box lowers with Blaze Red finish as part of the full-on custom treatment from fender to fender.

You get premium wheels, controls, the all-new Kahuna Collection components, and premium paint that, for 2019, includes Black Forest, Black Forest and Wineberry, and Charred Steel and Lightning Silver. The 6.5 BOOM! Box GTS includes three amps, 75 watts per channel, and 900 watts of clear audio performance. Like the Limited, you also get heated grips and seats, and an awesome dual exhaust system with crossovers.

CVO ROAD GLIDE

Much the same can be said about the Road Glide. From its shark nose fairing to the tip of its dual exhaust system, this sinister bagger is the favorite of many riders because it embodies the touring concept so well. The bagger's frame-mounted fairing feels more like the cockpit of an airplane than the front of a motorcycle. Paint options include the Mako Shark Fade, Red

Pepper and Magnetic Gray with Black Hole, and the one that caught everyone's attention, Lightning Silver and Charred Steel with Black Hole. For the second year, the Road Glide features a 21-inch front wheel that gives the bike a very dramatic stance. Of course, the Road Glide comes with pretty much the same features as the Street Glide, but they're all packaged in the unique Road Glide look.

SOFTAIL MODELS

The Softail line has grown to include ten models now, and it's still Harley-Davidson's pride and joy, and the result of thousands of hours of research and testing. Having merged with the Dyna line, the new Softail line boasts a lighter, more rigid (and completely redesigned) frame that is 34 percent stiffer than previous Softail frames, but also less complex with fewer welds, and 15 percent lighter, with benefits including increased lean angles, sharper turn-in response, quicker acceleration, nimble flick-ability, lighter weight, and easier side stand lift-off.

Some Softails come in both the 107-inch and 114-inch configuration of the Milwaukee Eight engine. The 107-inch engine is standard on nine of these models, while the 114-inch version is available with four models: the Fat Bob, the Fat Boy, the Breakout, and the Heritage Classic. The brand-new FXDR, on the other hand, comes only with 114 inches under the seat.

Every Softail model also benefits from Unique Daymaker Signature LED Headlamps, improved electrical system charging (more than doubled at idle speeds), easily adjustable rear shock pre-load settings (method varies by model), steering head mounted USB charge port, new instrumentation, keyless ignition and security system standard, and new fuel tanks.

THE FXDR

If this bike reminds you in some way of both the Fat Bob and the Breakout, you're not imagining things. It's the first thing I thought when I saw it. The FXDR, available in only the 114-inch configuration, has that brassy looking exhaust system and awkward looking rear end reminiscent of the Fat Bob, but includes the wide 240mm rear tire and aggressive stance of the Breakout.

Aesthetically, the FXDR is an acquired taste for most traditionalist Harley riders. The bike's truncated rear section with the solo seat is more reminiscent of a hill climber, and what serves as a rear fender looks more like an elongated mud flap made from carbon fiber composite that hugs the entire top part of the wheel, while the lightweight, cast aluminum swingarm makes for much less overall weight, but also takes the eyes a bit of getting used to. But the FXDR, with its aggressive-looking air intake and exhaust system, is Harley's homage to drag racing. At 668 pounds (in running order), the bike barely weighs more than the Street Rod, the lightest bike in the entire Softail line-up.

Despite its 240mm rear tire, the FXDR handles very nicely and turned out to be an agile and nimble runner, equally adept at racing down the straight-aways and at cornering. This bike really just wants to go, something you can feel when you twist the throttle and the 114-inch powerhouse catapults you forward. Some riders complained about there not being any mid-controls, but I actually preferred the forward controls that let you stretch your legs a bit.

FAT BOB

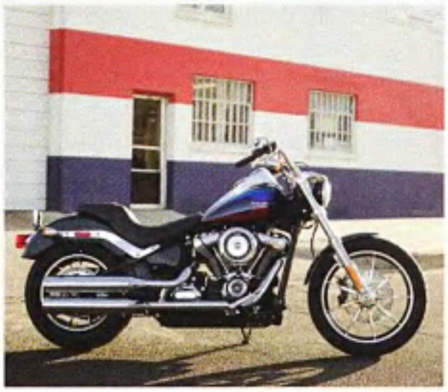
Probably the most compact Softail of them all, the Fat Bob (above) features fat tires, front and rear, and it handles like a dream through the twisties. Available in both 107 and 114 inches, the Fat Bob comes with dual disc front brakes, 3.6-gallon fuel tank, and inverted 43 mm cartridge style front forks, and external hand adjustment knob for preload setting.

STREET BOB

This year's Street Bob is still as stripped to the bone as last year's, but looks even cooler (if that's possible) because it's all blacked-out for 2019. It is one of the most fun-to-ride Harleys because there's nothing to it. The Street Bob is basically just an engine and some wheels held together by a frame.

LOW RIDER

The custom chopper era that inspired the new Low Rider model may be one year older, but the bike is still the same



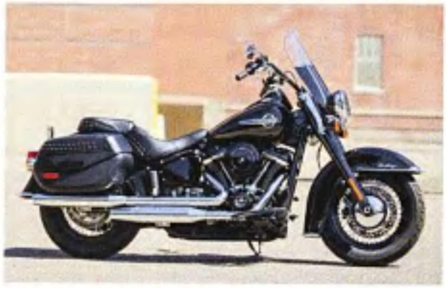
cool ride it was last year with its throwback-style dual tank-mount speedo and tach gauges, headlight visor and fuel tank graphics, 19-inch front, and 16-inch rear Radiate cast wheels.

SOFTAIL SLIM

Stripped to its essential elements, the Softail Slim model is a tribute to post-war custom bobbers with its narrow rear end, trimmed front fender, solo seat, and minimal chrome. This bike is one of my personal favorites because it's just an all-round awesome, comfortable ride.

SPORT GLIDE

This year's Street Glide looks just like last year's. It's still the same interesting mix between bar hopper and touring bike, but with the catch that you can detach its batwing fairing and saddlebags in mere seconds—and put them back on just as quickly.



HERITAGE CLASSIC

This bike is stylishly reminiscent of a vintage 1950s Harley-Davidson, but with all the modern thrills, like the Milwaukee Eight motor and a six-speed tranny. It also features a detachable windscreen and new rigid, lockable, and water-resistant saddlebags. ABS is standard, the Milwaukee Eight 114 is optional.

BREAKOUT

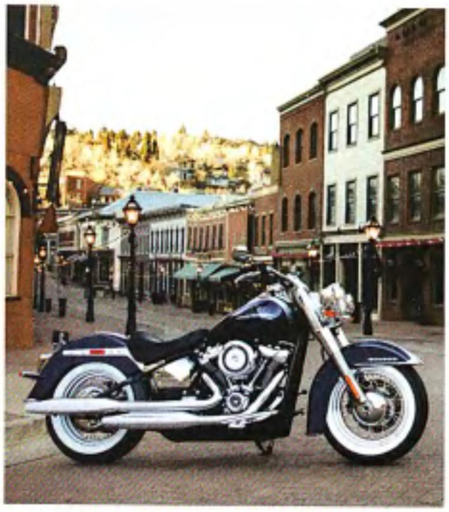
Surprisingly nimble for a bike with a 240mm rear tire, the Breakout has a dragster attitude and style. It features a smooth-top 3.5-gallon fuel tank, long and wide, with low-slung raked-out 49 mm front forks, 18-inch rear, and 21-inch front wheels. The Breakout comes with ABS, and is also available in 114 inches.

DELUXE

A classic hi-line showstopper, the Deluxe (right) glistens with bright chrome and comes with signature all-LED lighting from front to back, including turn signals and signature pull-back handlebars.

FAT BOY

Beefy and bulky looking, the Fat Boy (middle) has plenty of muscle and an aggressive stance. This is the kind of bike made for highway riding with its 240mm rear and 160mm front tire. This bike's a sumo wrestler, not a ballerina. Treat it accordingly.



SPORTSTERS

There are seven Sportsters in Harley's stable: the Iron 883, the Forty-Eight, the Roadster, the 1200 Custom, and the Superlow. All of them are unchanged from last year, but there are two newish additions: the Iron 1200 and the Forty-Eight Special. I say "newish" because they were added as brand-new models earlier this year.

IRON 1200

This is the much larger brother of the Iron 883, and it behaves like it, too. With ample power and a compact frame, this Iron 1200 features

1970s-inspired tank graphics and a low-slung café racer seat that reminds you why they made Sportsters in the first place…For the race track.

FORTY-EIGHT SPECIAL

What we just said about the Iron 1200 can also be said about the Forty-Eight Special. With its 1970s-inspired tank graphics and blacked-out Tailboy handlebars, this is probably the most stylish Sportster out there and a great basis for further customizing.

FREEWHEELER TRIKE

The Freewheeler is, in some aspects, the same model as last year's, but not in all. It still offers stripped-down custom style, but with new breaking enhancements, like cornering-enhanced Reflex-linked brakes with ABS and traction control. It's also got styling details, like bobtail fenders, slash-cut pipes, and 12-ich mini apes,

plus Enforcer aluminum wheels. And let's not forget power: there's a 114-inch Milwaukee Eight rumbling under the seat.

TRI-GLIDE TRIKE

While this year's Tri-Glide still looks the same as last year's model, it does benefit from the new Boom! Box GTS infotainment system upgrade and traction control. Its 114-inch Milwaukee Eight engine delivers enough power for any traffic situation, and with cornering-enhanced Reflex-linked brakes with ABS and traction control—yes, just like the Freewheeler—you're sure to be able to stop on the proverbial dime. Plus, you'll have lots of storage space.

TOURING BIKES

Just like last year, the 2019 line-up features ten touring bikes (other than the CVOs). They're pretty much the same as last year's models, with different paint jobs, although five of them (Street Glide Special, Road Glide Special, Road Glide Ultra, Ultra Limited, and the Ultra Limited Low) feature the new GTS system, whereas three (Street Glide, Road Glide, and Electra Glide Ultra Classis) still have the "old" system with the smaller 4.3-inch screen. The Road King and Road King Special have no Boom! Box system at all, of course.

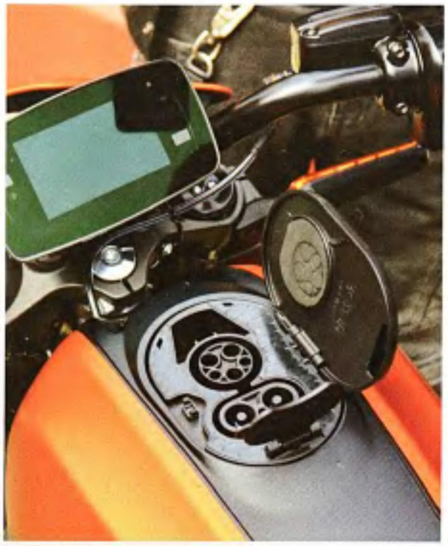
THE STREET

There are three Street models, Harley-Davidson's version of the beginner's bike: the Street 500, Street 750, and the Street Rod.

2020 LIVEWIRE

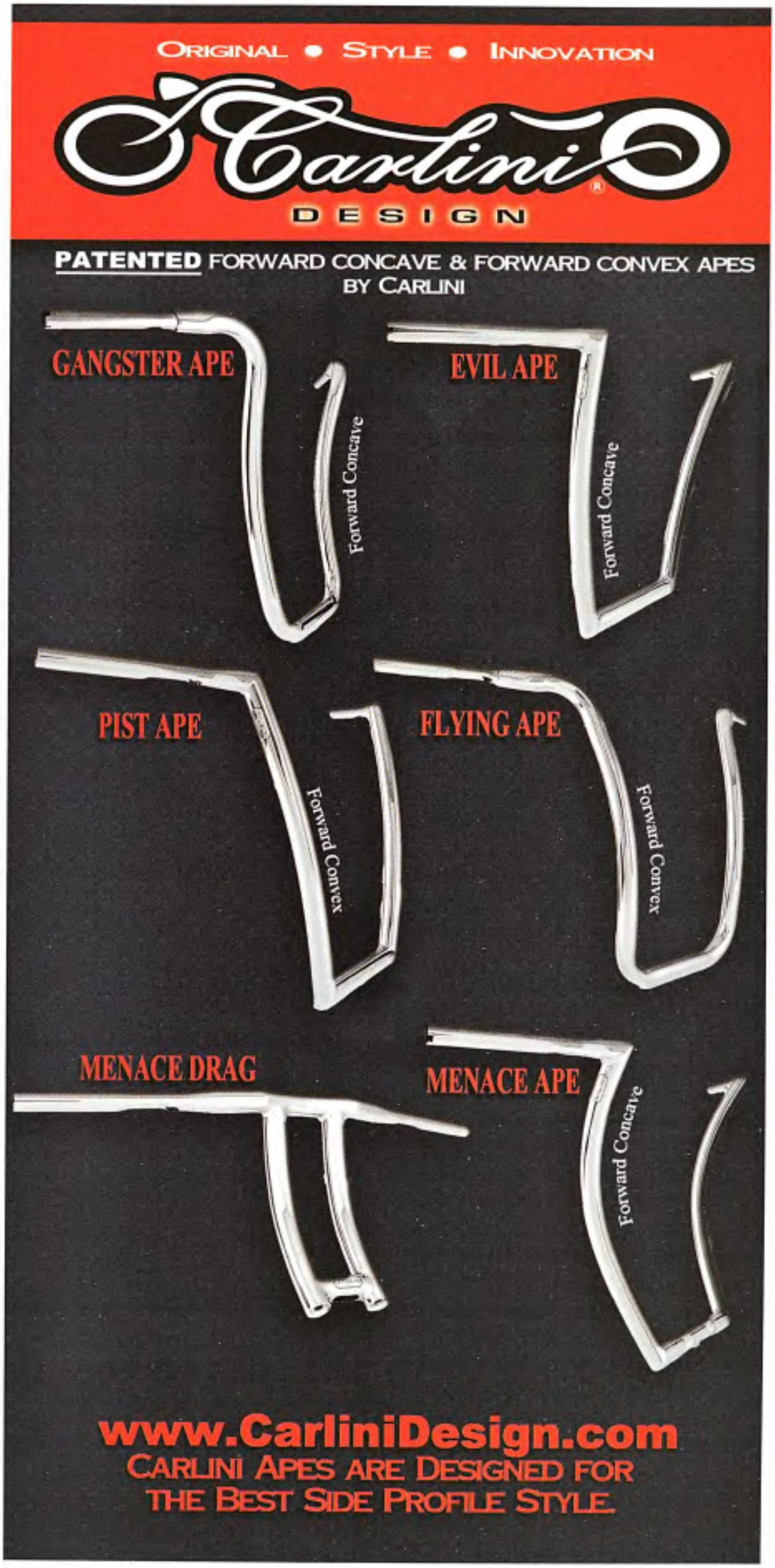
The pre-introduction to the 2020 Livewire (below) took place during Harley-Davidson's 115th Anniversary near the H-D museum. A gaggle of journalists from around the world had gathered to check out its every nook and cranny. But the oohing and aahing really commenced when Paul James, Harley's Director of Motorcycle Product Planning, showed us where the bike gets plugged in for its charge.

Photos: Kai. R./Brian J. Nelson and Kevin Wing/Courtesy Harley-Davidson



No specs were available such as range, charging time or what the bike sounds like. My request to start the bike up so we could at least listen to it was rejected with a smile and the excuse that the Livewire was "missing a fuse." But I was told that the Livewire does indeed come with its own motorcycle-like sound so riders won't have to worry about not being heard.

I guess we'll just have to wait until next year when the company is planning on rolling out the first models for some test riding and, ultimately, to sell as many units as the market will bear. —*Tripper*



Confessions of a Stripper

BY PUSSY PER SE

OUTSIDE PARTIES

With parties we think normally of alcohol consumption and wild behavior, but one of my personal favorites was standing on top of a truck trailer waiting for Doug Danger to jump his bike over my head. It was Doug's farewell jump. I hoped that it wouldn't be my farewell also. I believe I was chosen because I'm short. When a guy on a motorcycle is flying over your head, you don't want to be statuesque. I was up there with another girl when we noticed that Doug's bike was equipped with an exhaust system that shoots sparks as part of the show. The other girl was freaking out, fearing we'd be set afire. I told her to wave her arms in the air to fend off the sparks. We would just look like we were excited rather than scared. Doug knew what he was doing, and cleared us both with room to spare.

When I say "parties," I mean any events outside the strip club. Bachelor parties, after-wedding parties, pool parties, after-pool parties, accompanying gentlemen to clubs or casinos as companions or dance partners. Bar mitzvahs? Never done that, but why not? I look good in a yarmulke and thong. There are many options.

Out-of-club parties are usually fun for dancers. The clients act more respectful, more relaxed than they do in the club, perhaps because they are in a normal public environment and don't want to look like jerks. We as dancers are accorded the normal respect given to women.

A common venue is the casino. The casinos themselves don't set up these activities, but rather an outside events coordinator, often a "whale," a high roller who does a lot of business with the house. He will be comped a suite of rooms by the casino, and will be running the event perhaps to earn back some of his losses. These party brokers will set up a group of us girls in his suite, and hire us out to gamblers who want a pretty woman as arm candy and to blow on their dice. (That's not a metaphor. I mean actual dice.) Part of our payment is we get use of the suite of rooms, which have Jacuzzis, free bathrobes, bottles of Moet, Ray-Ban sunglasses, Victoria Secrets clothing. Besides the money and the gifts, it's a relaxing and comforting way for dancers to spend the weekend.

In some cases, the broker will set up the suite like a strip club, complete with private dance areas, champagne rooms, with a bouncer and doorman to keep things legal and safe.

Bike washes are a popular event. I got into that when I was wrenching in a bike shop, and the owner held a bike wash to advertise the business. I was the mechanic who looked best in high heels and a bikini. Earl, in the parts department, placed second (if only he had shaved closer). I got paid $400 for the afternoon plus $25 per bike, which included posing on each clean bike with its owner for a photographer. It was a good day and led me into stripping. (By the way, I always use a chamois made with real deer skin. Think of it as revenge for all your bros who have collided with deer on the highway.)

Because of my connection to the biker world, I've recruited my friends to participate in biker rodeos. You want a cute girl to ride bitch in the wienie bite? I've got a wide selection for you.

Where do you book a party? Oddly, strip club managers or owners are not good folks to contact. They want to make money off you in the club—unless they have another venue—and they're not happy about their dancers freelancing. But you can ask a stripper. She may know an events coordinator, or perhaps the dancers have their own network. Another possibility is swap meets. My friends and I often set up a booth for exchanging shoes and clothes. It's also a kind of job-fair booth for promoting parties.

I've done a lot of assignments. Guys take me to softball games, golfing, to a volleyball game, go-cart racing, to batting cages, or on a private plane to the Bahamas. There are many reasons to hire strippers for outside-the-club activities. The primary purpose, though, is to look cool, impress someone, or maybe to get even with a girl who dumped you. Whatever we can do to help.

BEST/WORST CUSTOMER LINE:

Drunk customer to a dancer named Fantasy: "Hey, Fantasy! You're *my* fantasy."
Then louder to the club in general. "Did you hear that. I said 'You're *my* fantasy.'" Yes, we heard you. We wish we hadn't.

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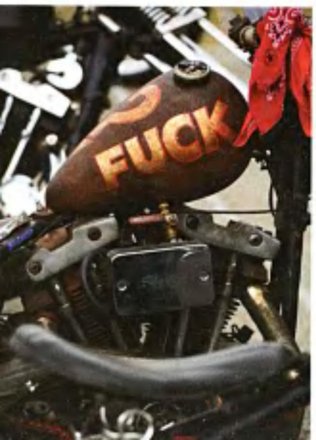
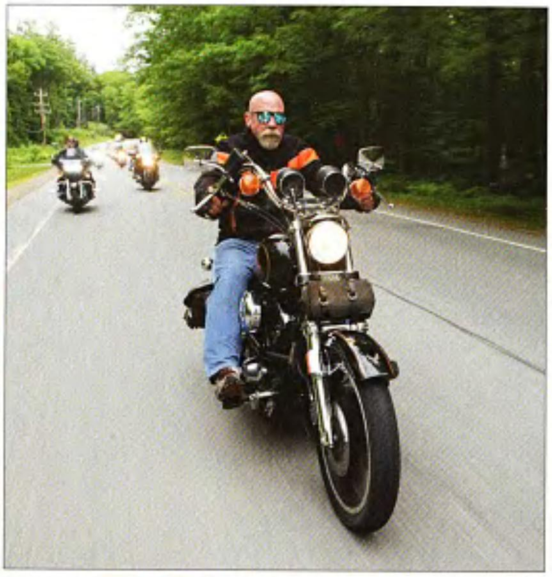
95th LACONIA MOTORCYCLE WEEK

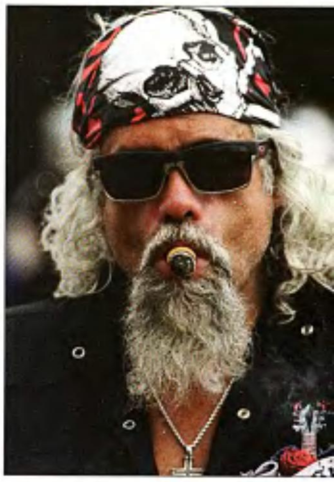
Ninety-five years ago, America's oldest motorcycle rally started out as a scenic motorcycle ride to Laconia, New Hampshire and the Lakes Region. Weirs Beach lies in the northern corner of Laconia along Lake Winnipesaukee and acts as ground zero for this annual two-wheeled extravaganza.



Laconia Motorcycle Week takes place over nine days each June, ending on Father's Day. This year's rally happened on June 9-17, and riders came from all across America to enjoy great riding with good friends. The 12th Annual Peter Makris Memorial Ride left the Naswa Resort on Monday morning for a police escorted ride out to Lake Winnipesaukee and returned around 4pm. For those who love the smell of hot oil and the sound of screaming motors, great racing action was found throughout the week at the New Hampshire Motor Speedway for the FIM North American Vintage Championships.

MEREDITH
POLICE





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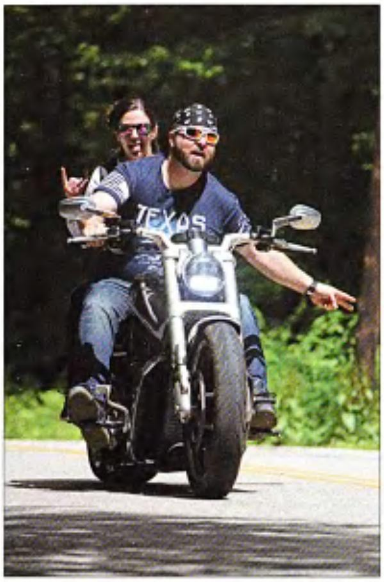
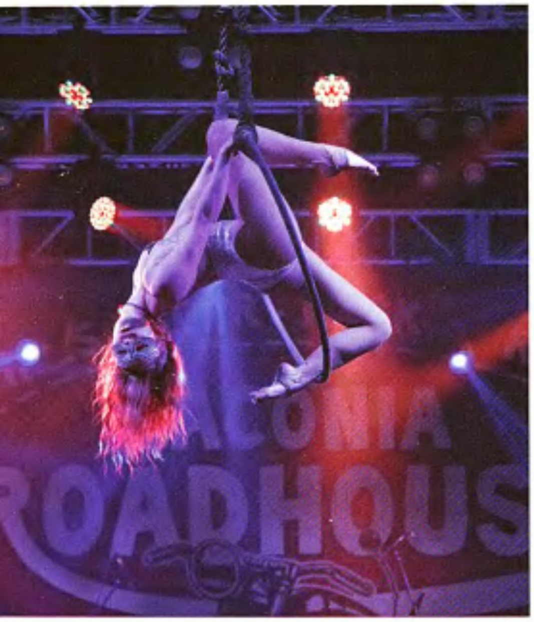
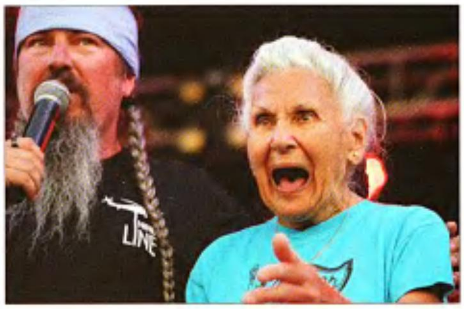
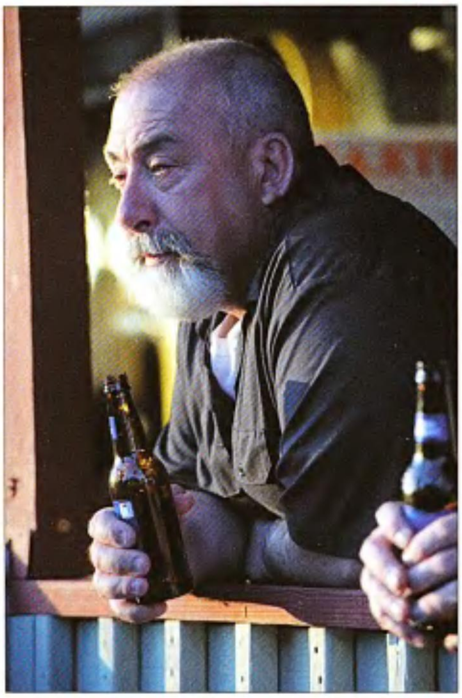

TEXAS

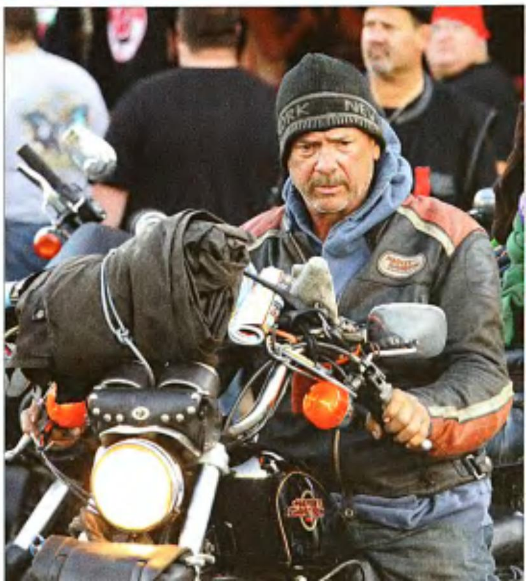
Riders rocked out at the NazBar & Grill on the water, hit Music at the Marketplace, or hung out at the Broken Spoke Saloon for barrel and slow races, mechanical bull rides, and the usual biker-style fun. The Paradise Beach Club held events throughout the week, as did the Tower Hill Tavern. The folks out at Laconia Harley-Davidson, Seacoast Harley-Davidson, Heritage H-D, and the Harley Shop of Rochester made sure that vacationing bikers were made to feel right at home for this week of good times. The dealerships offered vendors, food, live music, and demo rides of their latest models.

Shuttle boats between Weirs Beach and Meredith were a great way to take in the summer sun and enjoy wet and wild lakeside cruisin'. Thousands of riders hit the Laconia Roadhouse and Faro's Italian Grille for a cold brew and great food. Here you could take in the Wet T-shirt Contest every afternoon and also enjoy a cavalcade of live bands, all emceed by the hilarious Jack Schit. The Smokin' Tire Saloon offered mud wrestlin' and burn out pits every day, and killer music to keep your boots tappin'.







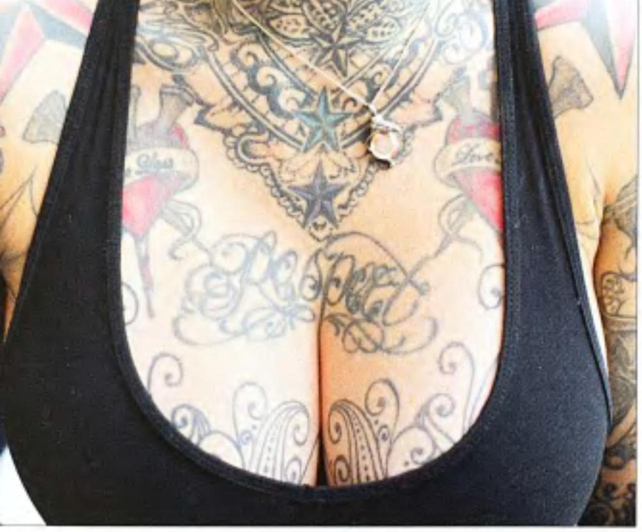
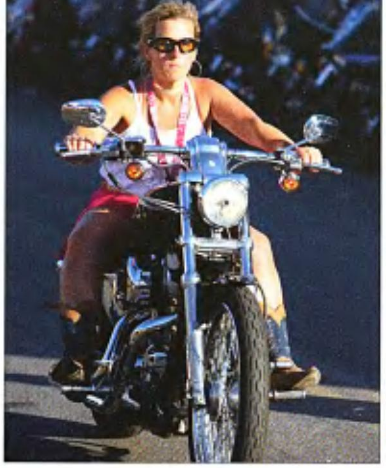


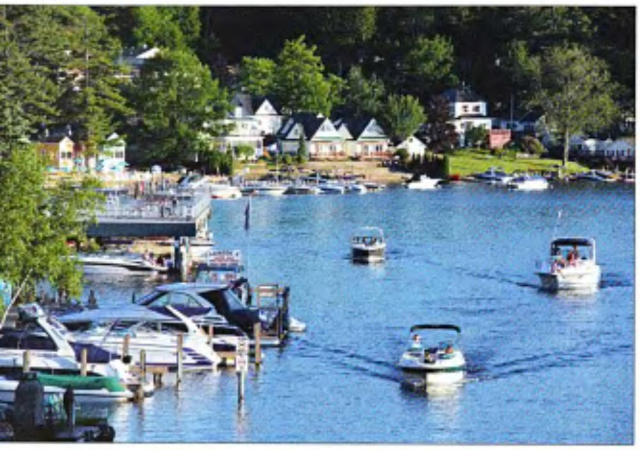
Highlights of Thursday included a ride up to Mount Washington, the highest mountain in New England, where they shut the highway down to cars and only allow motorcycles on the windy mountain roads. We also attended the POW/MIA Vigil in Meredith to honor our servicemen and women who were lost in action.

As you can see from these stunning pictures, Michael Lichter managed to capture all of the fun and some of the mayhem of this year's 95th running of the Laconia Rally. Dates for next year's run are June 8th-16th. For more information visit laconiamcweek.com

—Dave Nichols

Photos: Michael Lichter

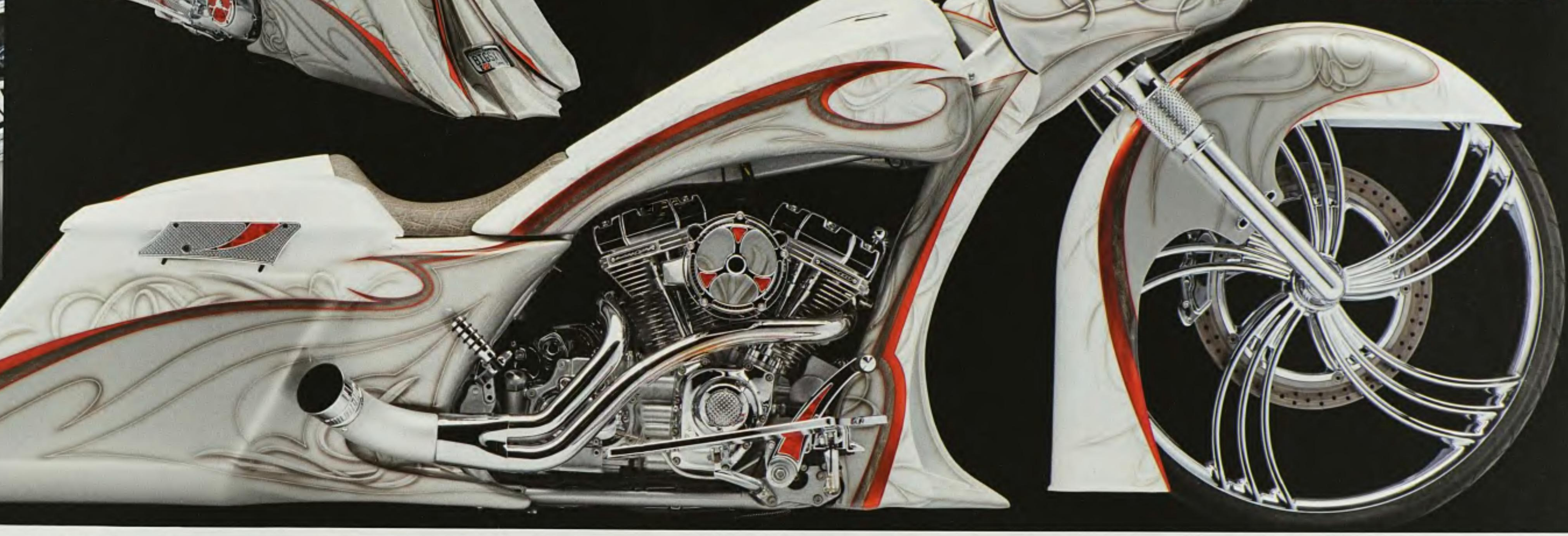


GOLD MINE

ED LEE WHITE'S CHOPP SHOP ROAD GLIDE

Edward Lee White II is a big man. He is a great big man, and he needed a bike that would fit him. When he was at the Easyriders Charlotte Bike Show, he noticed the outstanding custom baggers built by Shannon Davidson at The Chopp Shopp in Taylorsville, North Carolina. Ed and Shannon hit it off and started talking about building Ed a bagger that would fit him like a glove.

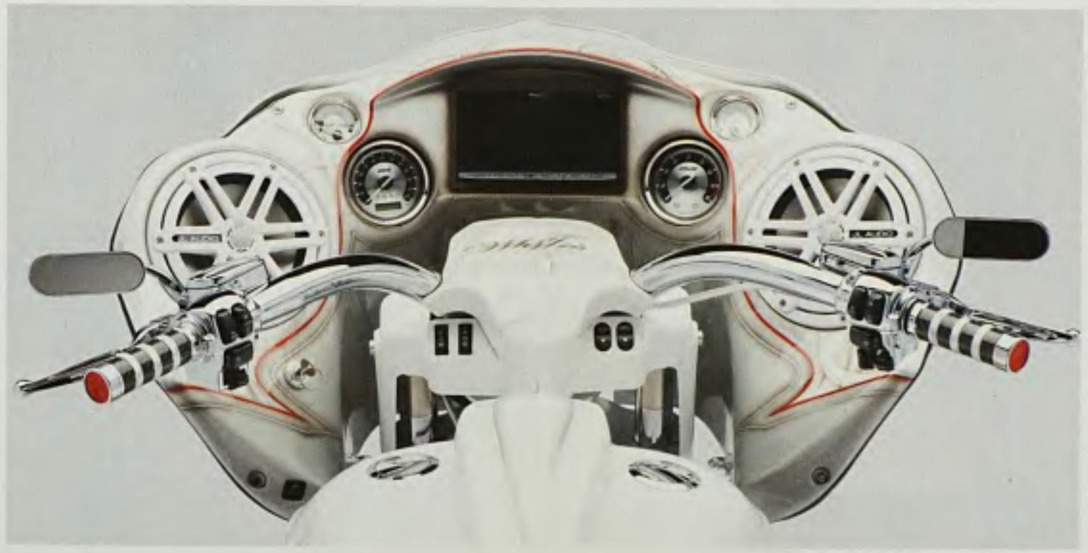
Ed and Deb White



"Ed's a big boy, so we had to build the frame around him so it would fit."

"Ed's a big boy, so we had to build the frame around him so it would fit," Shannon told us. Starting with a 2009 CVO Road Glide, Ed had certain ideas about what he wanted, and especially the color of the bike. "Everything he owns is white," Shannon says. After being told the colors he likes and the things he wanted to do, Ed let Shannon and his crew go to work. "Ed's just a good ol' country boy. Most of the time, you might see him at a bike rally wearing overalls. He is super easy to work with." But Ed's dad had started an industrial fabrication company in Andrews, South Carolina that builds everything from logging trailers to giant industrial vats. So, overalls or not, Ed had no problem footing the bill for this high-end custom.

"When we first met Ed, he was wearing all this gold jewelry," Shannon recalls. "He had on gold earrings and a gold watch, gold bracelets, and gold chains. Well, my dad Larry retired not long ago and he has been helping me out around the shop, tearing bikes down and such. When dad took the stock Road Glide apart for this build, he put all the parts in boxes and labeled them, 'Gold Mine.' I saw that one day and asked him about it. He told me, 'You know, that guy with all the gold on him. I don't know his



name but…' Of course, he was talking about Ed. That nickname caught on and stuck, and now everybody called Ed, Gold Mine."

The complete lay-frame bike features a ton of fabrication from The Chopp Shop including the frame, the front end, the fairing, spoiler, gas and oil tank, the side panels, fenders, and bags. Other stylish details include the seat from High Rollers, the air cleaner, floorboards and grips by Precision Billet, Carlini handlebars, mirrors by Performance Machine, and that magnificent 3D Whip 32-inch Metalsport front wheel and matching brakes. The front rubber is naturally from Vee Rubber.

Because the build began with a CVO bike, the Twin Cam motor is 110 cubic inches and includes Harley's Screamin' Eagle pistons, heads and cams. The loud and proud exhaust system is by John Shope's Dirty Bird Concepts.

Shannon says that The Chopp Shop builds two or three of these extreme baggers per year, but that the majority of its work centers around custom paint and mild customs. And, yes, Shannon handled the awesome Jack Frost white PPG paint job on Ed's bike himself. Or should we say on Gold Mine's bike?

—Dave Nichols

Owner: Edward Lee White II
City: Andrews, SC
Designer: The Chopp Shop

GENERAL

Fabrication: The Chopp Shop
Year and make: 2009 Harley-Davidson
Model: CVO Road Glide
Assembly: The Chopp Shop
Time: six months
Chroming: H-D

ENGINE

Year and make: 2009 H-D
Model: CVO Road Glide
Rebuilder: The Chopp Shop
Ignition: H-D
Displacement: 110 cubic inches
Lower end: H-D
Balancing: H-D
Pistons: Screamin' Eagle
Heads: Screamin' eagle
Cam: H-D
Lifters: H-D
Carb: EFI
Air cleaner: Precision Billet
Pipes: Dirty Bird Concepts

TRANSMISSION

Year and make: 2009 H-D
Type: 6-speed
Shifting: foot

PAINT

Painter: Shannon Davidson
Color: Jack Frost white
Type: PPG

FRAME

Year and builder: The Chopp Shop
Rake: 45 degrees
Stretch: 8-inches
Shocks: Dirty Air

ACCESSORIES

Bars: Carlini
Handlebar controls: H-D
Fenders: The Chopp Shop
Headlight: H-D
Taillight: Radienz
Speedo: H-D
Floorboards: Precision Billet
Electrics: H-D
Gas/Oil tanks: The Chopp Shop
Oil system: H-D
Primary cover: H-D
Seat: High Rollers
Mirrors: PM
Grips: Precision Billet

FRONT END

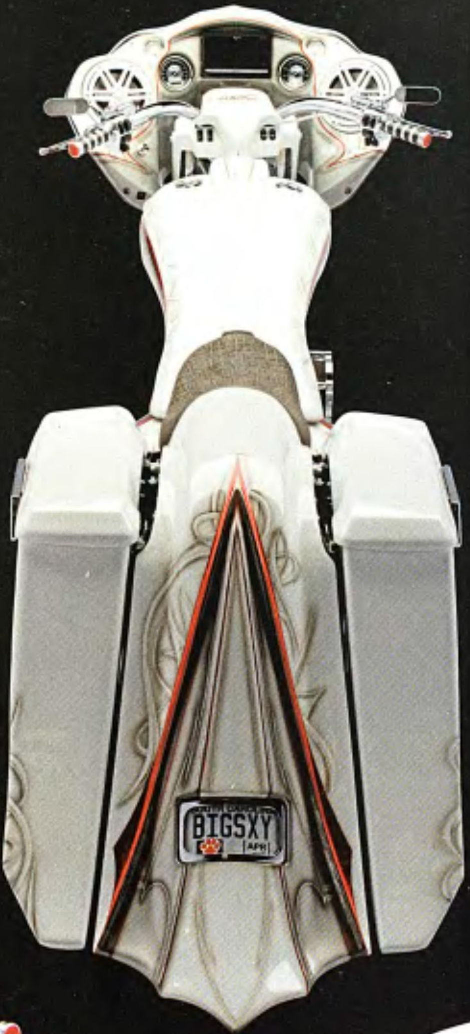
Type: FL wide glide
Extension: 3-inches
Builder: The Chopp Shop

WHEELS

Make: Metalsport front, H-D rear
Size: 32-inch front 3D Whip, 16-inch rear H-D
Tires: Vee Rubber front, Michelin rear
Brake: Metalsport

Photos: Michael Lichter
Contact: Shannon Davidson's The Chopp Shop • 828-635-1189
Thechoppshop.com
choppshop@yahoo.com

The complete lay-frame bike features a ton of fabrication from The Chopp Shop.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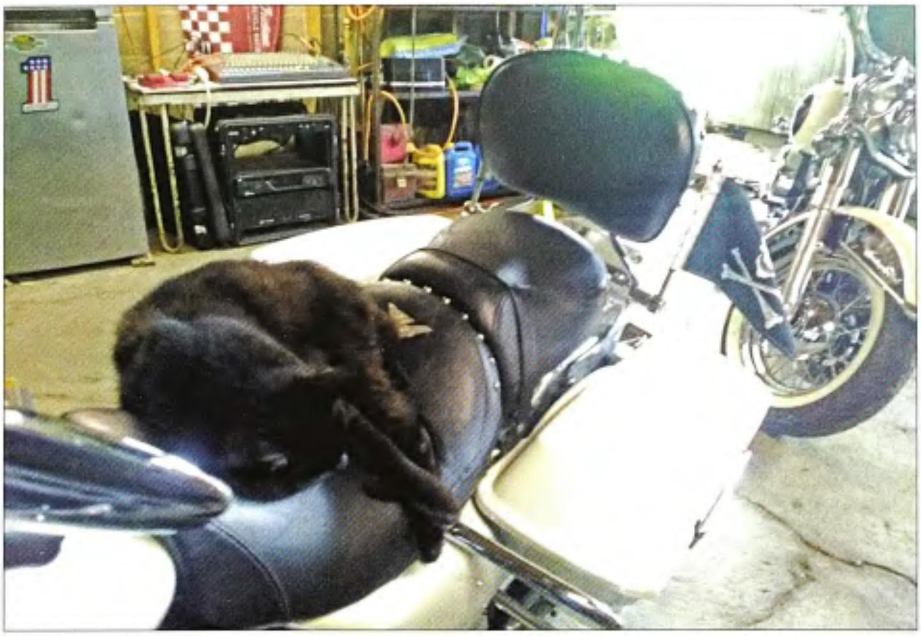
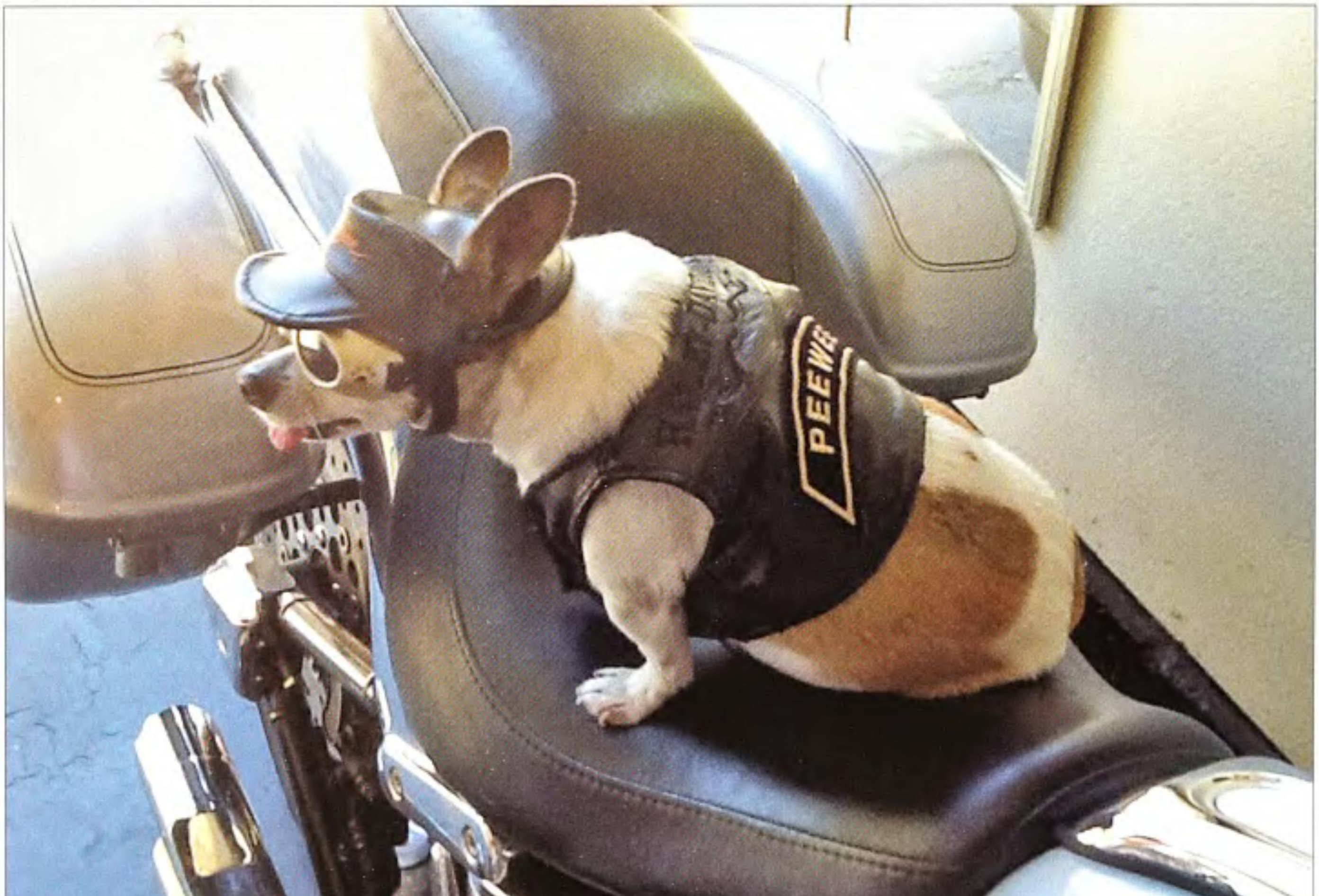


Blackie the cat loves motorcycles, (or at least likes to sleep on them). She's even careful getting on them in case the bike is hot. That cat is so smart it's kinda creepy. ***—Scott Coutant, Vienna, Ohio***



Peewee loves his 2004 Softail Deuce. ***—Tony Wooten, Ventura California***

"I'm Dakota, a 10-year-old Fox Red Labrador and I love riding with my (human) daddy, Dino!"

—Barbara Popelka, Franksville, Wisconsin

last tank

Big John tossed another log on the fire from his camp chair as only he could, overhand, as if the 20-pound log was a ball of cotton candy. The log landed with a crash, dead center of the campfire. Embers shot skyward, and Joey, Ralph, Two Bit, Howie, and Dennis wondered whether or not some of them might drift down to earth and set their tents on fire. No one said a word because Big John was in another one of his whiskey moods and they all knew it would take everyone there to wrestle him down if he got out of hand.

"So I'm askin' ya again, boys." John said in all seriousness. "What the hell would ya do and where would ya go if you only had one tank of gas left to burn in your lives?"

It was one of those philosophical questions that gets asked in bars, campgrounds, and clubhouses when everyone is 20 sheets to the wind and things are getting boring. We've all been there. Two Bit chimed in, "I'd visit Michelle."

"Ah Jeez," said Ralph, all annoyed. "How many times are we gonna hear about your precious lost love? It's gettin' so old. Move the fuck on already. She has." Two Bit looked down at his feet sheepishly. Everyone there had already heard the story of his high school sweetheart and their on again, off again affair. Everyone found it hard to believe that a hardened, life-long saddle tramp like Two Bit could become so melancholy over some poontang.

"Where would YOU head if you only one tank of gas left?" Two Bit asked of Ralph.

"No question. I'd head up to Table Rock to watch the sunset." Ralph said it with true conviction. "And I'd make damned sure I was alone."
There were some chuckles around the fire. Ralph was the "tap 'em and scrap 'em" type. No excess baggage for him.

Joey piped in with, "So what's the reason we end up in this dilemma anyway? We under Nuclear Attack or somethin'?" Joey was ever the brother who examined and over analyzed every detail of every situation. This might be a good thing if your scooter was broken down on the side of some road in No Town USA, but in normal conversation, it was a real pain in the ass.

"It's just a damned question for god's sake. I'm just tryin' to pass the time until the girls get here," said Big John. "Don't fuck it all up with questions. Just tell us where you'd go!"

"Alright," said Joey, "I'd probably put Ziggy in his harness, strap him to my chest, and head west as far as the tank would take me. If it's gonna be my last ride, it might as well be with my best friend." Ziggy was Joey's blind Chihuahua.

"That's as good a trip as any, I guess," said Big John.

Then Howie spoke up. "So let's say it IS a nuclear holocaust brought on by our brilliant leaders over some bullshit economic issue or a difference in political ideas or some other narrow bullshit. I mean, the reason we invented that shit was to bully each other into swallowing a line of shit anyway." Howie spat tobacco juice into the fire. "So now we get the 30-minute warning. Damn if it doesn't take me at least ten minutes to get my shovel kicked over when she's cold."

"Tune that bastard, Santa." Shouted Dennis from the stump he was perched on. The Santa crack was in reference to Howie's thick, white beard and long white hair.

"Let me finish." Howie shouted back above the laughter. "I couldn't get to my mom's in that time, and my kid's are a thousand miles away. I guess I'd aim that old bitch west and twist her throttle hard. I'd ride the twisties full tilt, pegs draggin and pipes shriekin', right into the mouth of the dragon, watching those mushroom clouds risin' until they fried me."

"I believe you would brother," said Big John. "I believe you would."

Howie seemed lost as he gazed at the flickering flames. Then he looked Big John square in the eyes and asked, "So where would you go with your last tank, John?"

"Well, I've been thinkin' about it for a while. It'd be nice to ride straight to heaven, or maybe to Smitty's for a last beer. I might head over to The Baron's Harley just as my tank hit reserve, so I could test ride another bike and get a few more miles in." John poked at the burning logs with a stick and then continued.

"But if it truly was my last tank, for whatever reason: nukes, anti-bike laws, no more fuel to be had on the planet, I think I'd rather not even live anymore. I mean, what's the point if we can't ride?" He paused and took a long pull from his flask. "I think I'd head over to Boone canyon. You boys know that stretch with the switchbacks and the sweepin' turns?" Everyone grunted their yeahs and nodded.

"There's that one spot with the big gap between guardrails that I've been passin' by for years now on my way home from the shop. I figure I'll push her hard through the turns, feelin' my heels draggin' on the tarmac. I'll let her get all squirrely on those slick, double yellow lines. I'll enjoy feelin' her frame get all twisty underneath me." John sounded almost melancholy.

The brothers were all as quiet as altar boys as Big John continued. "I'll keep pushin' her to the limits and when I feel her gaspin' for fuel, I'll reach down and twist that old stiff petcock to reserve. That'll be at about a 120 miles on her tank." Everyone, to a man, was amazed at how much thought the big man had put into all of this.

"At exactly 137 miles, the old girl will be drinkin' her last drops, that'll be just shy of the opening in the guardrail. I'll be comin' out of that last sweepin' right hander where you have to set up for the long left. Right there at the apex is that gap. It's about 4,300 feet of elevation right there, and I'll just let her roll right through. I'll ride her straight to hell." Big John stopped right there and stared into the fire.

"Ahhh, with your luck you'll run out of gas a hundred feet from the hole and you'll have to push her off," squawked Dennis. Big John threw his empty flask and hit Dennis square in the chest, knocking him clean off of his stump.

Everyone burst into laughter just as the girls pulled up in the chase van. Now food and beer would lighten the moment still more. As they slid open the van door, Little Ziggy jumped out and somehow managed to find his way directly to Joey, jumping straight up into his lap. At the same time Two Bit leapt up, waving his cell phone, and headed for his tent. They all knew it must be Michelle on the phone. She always took him back. —*Z. Jakl*

Photo: Ben Zales

rolling thunder

AN ICONIC FRISCO-STYLE DENVER'S CHOPPER

"It was basically my vision and Mondo's amazing touch that built this bike."

Mondo (seated) with Chris

Chris has a thing for the iconic Frisco chopper style: that narrow, quick and agile type of bike that's almost a prerequisite for maneuvering San Francisco's notoriously jammed and hilly streets. The bike's name, by the way, is Rolling Thunder.

Chris has been living in the Bay Area for a long time now, and when it came to building this bike, he decided there was no better fabricator than Mondo at Denver's Choppers just down the I-80 in Reno, Nevada. "I've known Mondo for years," Chris explains, "so one day he and I were talking about bikes, and I really liked his ideas about Frisco choppers. Next thing you know, I brought a truckload of parts to his shop. It was basically my vision and Mondo's amazing touch that built this bike."

Mondo says he simply followed the plan laid out by Chris, which is how he ended up building what he refers to as a bike that doesn't look like it should even run. "Everything on this bike is hidden as much as possible," Mondo explains. "For instance, I attached the cable clamps to the frame and even put the coil under the transmission in order to end up with a completely uncluttered look."

"You could call this bike the
Ferrari of motorcycles."

Mondo also notched the lower part of the fender so he could relocate the starter. And because Chris wanted mid-controls, he cut off the front peg mounts and filled that part of the frame in to give it a smooth and natural appearance. Even the oil filter was relocated and attached to the license plate bracket where it is less obtrusive.

A particularly nice touch is the exhaust system. Mondo fabricated the shotgun pipes that add plenty of credence to the bike's name. Other nice details include the gold front legs and handlebars that give the bike a very unique look, and aesthetic appeal.

Mondo utilized a hydraulic clutch from Performance Machine for great maneuverability. He also used PM brakes. These not only give the bike's powerful 111-inch S&S motor some extra stopping power when Chris is racing through San Francisco traffic, but also match the carbon fiber brake rotors from Germany very nicely.

But what makes Rolling Thunder really stand out just about anywhere is, of course, the Ferrari red Corsa paint job replete with its offset white racing stripe, all of it very nicely laid on by Mondo's painter, Little Mondo (no relation, according to Mondo). "You could call this bike the Ferrari of motorcycles," he says, "and that's the whole idea behind it; that it's just a very light and powerful motorcycle."

Of course, Rolling Thunder isn't the only bike Chris owns. "I've got all kinds of bikes," he says. "Harleys, Hondas, BMWs, dirt bikes, you name it. Everything I do is for the love of riding motorcycles. There's nothing better that I can do with my time than just fucking ride." —*Tripper*

Owner: Chris
City: San Francisco, CA

GENERAL
Fabrication: Mondo / Denver's Choppers
Year and make: 2018 H-D
Model: Denver's Rigid
Assembly: Mondo
Time: 90 days
Chroming: Paughco

ENGINE
Year and make: 2018 S&S
Model: Evo
Ignition: S&S
Displacement: 111 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb(s): S&S E
Air Cleaner: S&S
Pipes: Denver's Choppers

TRANSMISSION
Year and make: 2017 Baker
Modifications: 6 into a 4
Shifting: mid-controls

PAINT
Painter: Little Mondo
Color: red Corsa
Type: PPG

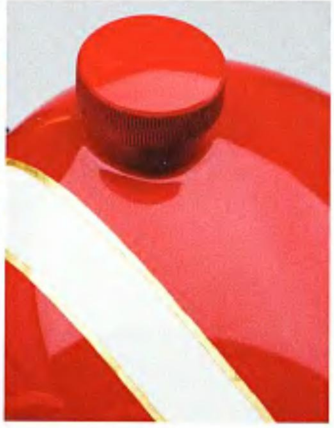
FRAME
Year and builder: 2017 Paughco
Type: rigid
Rake: 33 degrees
Stretch: none
Shocks: none

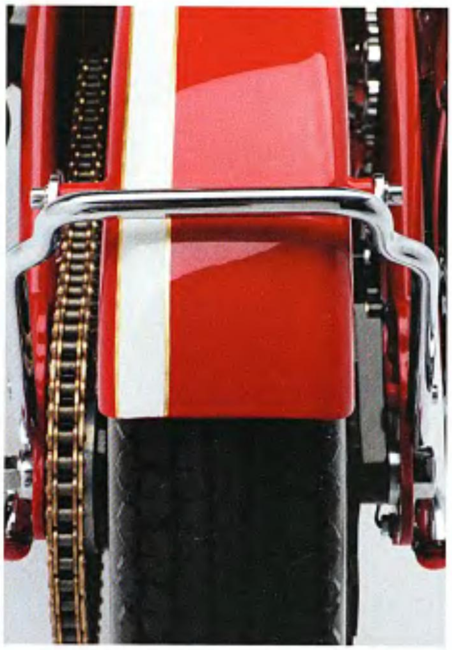
ACCESSORIES
Bars: Chris
Handlebar controls: P.M.
Fender(s): Chris
Headlight: H-D
Taillight: Model A Ford
Pegs: Biltwell
Electrics: Mondo
Gas tank: Chris
Oil tank: Paughco
Oil system: S&S
Primary cover: Tech Cycle
Seat: Biltwell
Grips: P.M.

FRONT END
Type: H-D, 39mm
Extension: stock
Builder: H-D

WHEELS
Size: 19-inch front, 16-inch rear
Tires: Dunlop
Brakes: P.M

Photos: Michael Lichter





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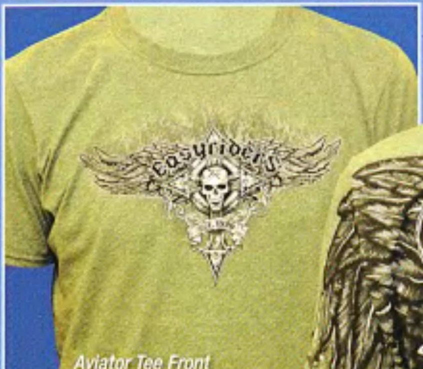
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Screaming Eagle Tee Front

Screaming Eagle Mens Tee
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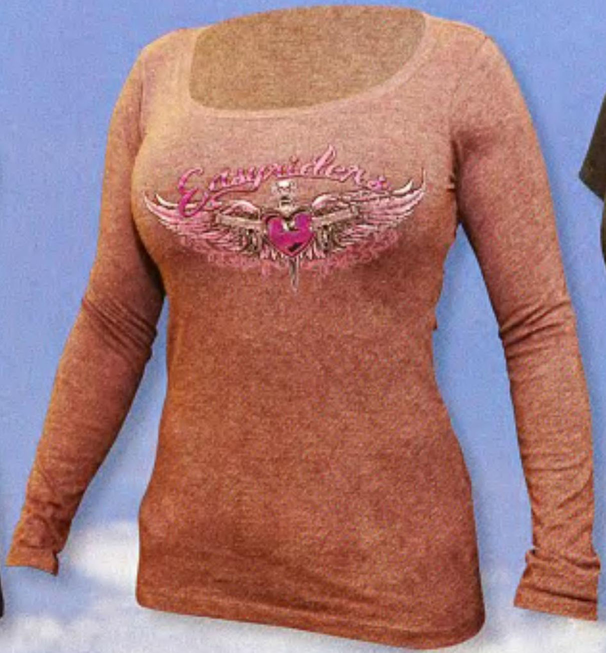

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2183 Purple $27.95

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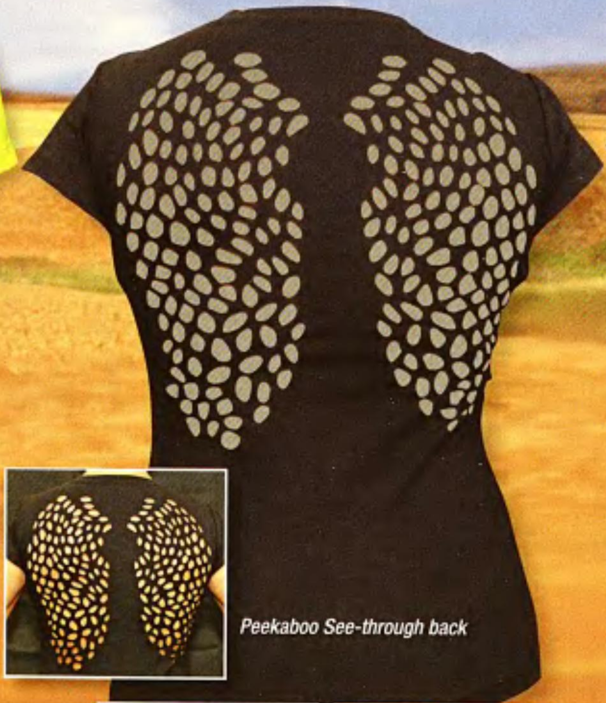
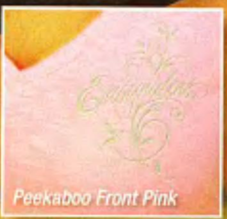
Rise and Shine Womens Tee
2196 Yellow Short Sleeve $19.95



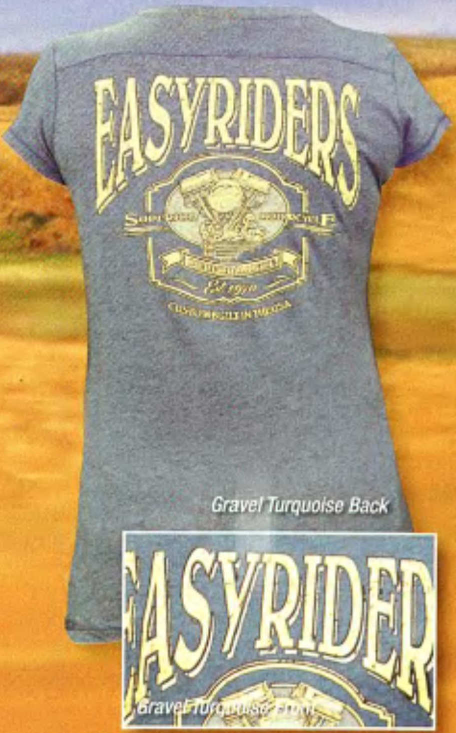
Peekaboo See-through back

Peekaboo Front Black



Peekaboo Front Pink

Peekaboo Womens Tee
Short Sleeve, V-Neck, See-through back cutout
2194 Black / 2195 Pink $29.95



Gravel Turquoise Back

Gravel Turquoise Front

Gravel Turquoise Womens Tee
2197 Short Sleeve $21.95

ROAD TEST:
THE 2018 HARLEY BRE

AKOUT

You could argue that these days the "B" in FXSB is for "Breakout" in Harley-Davidson's steadily increasing model designation alphabet soup, but it might as well also stand for "Bruiser." Because that's exactly what the Breakout feels like when you're sitting on it, especially the version with 114 cubic inches under the saddle. Sitting at a red light with the engine rumbling patiently between your legs might just have you envisioning yourself sitting in front of a drag strip Christmas tree light instead. You imagine that you're ready to drop the clutch, twist the throttle, and burn some rubber, leaving any competition in the dust.

And that's very apropos because Harley markets the Breakout as its "perfect embodiment of classic drag-bike heritage."The most obvious nod towards that image may well be the bike's muscular 240mm 18-inch rear tire. It's a style that many of us thought had left the building about 20 years ago, back when rear tires had grown to 300mm and wider and were ultimately—and unsurprisingly—found to be unwieldy.

If you've never ridden on anything with a rear tire wider than, say, 150mm, you may find that riding the Breakout takes a bit of getting used to, especially around tight turns.That's because you actually have to lean into the turn with a bit more emphasis than you do on a bike with a "normal" rear tire. But that's a minor aspect and shouldn't take you more than a few minutes on the bike to figure out.The pay-off is a ton of fun with all that power that's at your fingertips.And that's coming from me, a guy who's never been a big fan of wide rear ends.

Despite that extra volume in the rear, the Breakout handles very nicely in just about any situation, from winding mountain roads to big city traffic. But it's no big secret that the bike likes the straight-aways best, tempting the rider to twist that throttle wide open and watch the digital tach, tucked into the handlebars right above the risers, tear through the numbers. But no worries, the bucket-like seat will make sure you don't slide right off the bike.

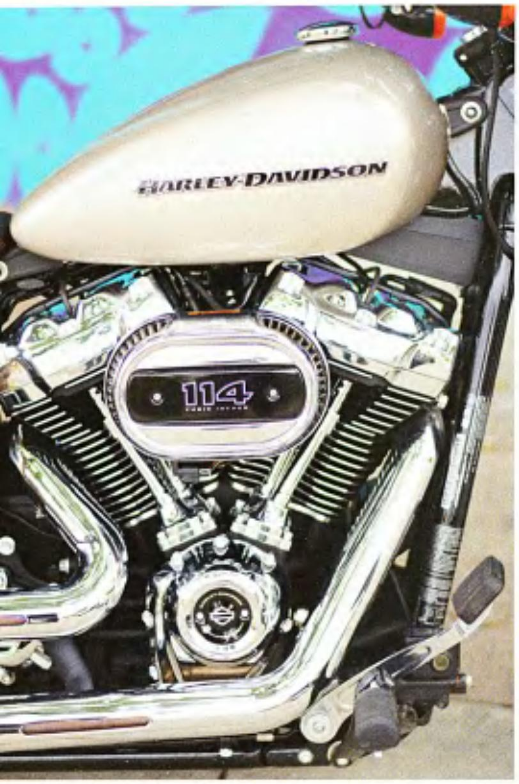
Interestingly, the Breakout actually started life back in 2013 as one of Harley's limited-production CVO (Custom Vehicle Operations) models, with only about 1,900 units built that year. Five years later, the Breakout has changed in a few significant ways. For one, the 110-inch TwinCam engine has obviously given way to the much cooler running Milwaukee-Eight.The Breakout is available with 107-inch and 114-inch displacements, giving the bike just a tad more "oomph" in the torque department.

For another, the CVO version originally came with a 5-gallon gas tank that has shrunk to 3.5 gallons here, lending a bit more of a streamlined look to the bike.And, of course there's that whole overall frame redesign thing we've all heard so much about lately that saw the Dyna line being merged with the Softail line. Now they're all Softails, with a redesigned frame that's lighter, consists of fewer components, and is much stiffer compared to the Softail

frame of yore. For comparison: the CVO Breakout weighed 728 pounds in running trim, while this year's model comes in at a svelte 672 pounds. That's a 52-pound weight loss that the rider can definitely feel.

So what does all this tell us? The 2018 Breakout is a sleeker, nimbler bike than such a wide-tire behemoth generally would be. I should also point out that the Breakout's hot-rod looks seem to be very much appreciated by the male millennial crowd. Let's just say that as soon as I picked the bike up from H-D, I started getting plenty of thumbs up from those millennial males, frequently accompanied by enthusiastic shout-outs such as, "Awesome looking bike, dude!"

Ultimately it could be said that Harley-Davidson's done something right with the Breakout in its attempt



2018 H-D BREAKOUT

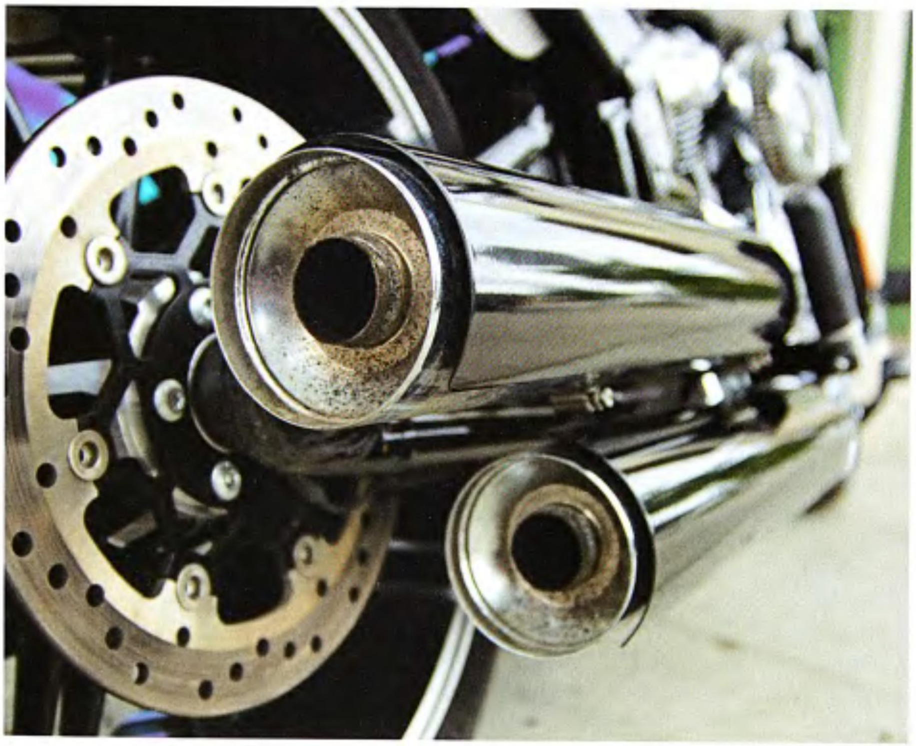
Base Price	107-inch: $18,999/ 114-inch: $20,299
Length	93.3 in.
Wheelbase	66.7 in.
Ground Clearance	4.5 in.
Seat Height	25.6 in.
Fuel Capacity	3.5 gal.
Engine	Milwaukee Eight
Motor Displacement	107 ci./114 ci.
Compression Ratio	10:1/10.5:1
Torque	109 ft-lb/119 ft.-lb.
Lean Angle	26.8 deg. r., 26.8 deg. l
Weight (running)	648 lb. (as shipped)
Fuel System	ESPFI/ESPFI
Fuel Economy	47 mpg/47 mpg
Transmission	6-Speed
Final Drive	Belt
Brake System	4-piston fixed front, 2-piston floating rear
ABS	Standard
Wheels	gloss black, Caster II cast aluminum
Front Tire	130/60B21 63H BW
Rear Wheel	240/40R18 79V BW

Photos: Kai R and Kit Maira

to attract the younger crowd. And with a price tag that's about 20 percent less than what the CVO Breakout's was back in 2013, the company may be on to something. Of course, at 19 grand for the 107-inch version and 20-plus grand for the 114-inch configuration, "less expensive" is most likely still a relative term depending on the target market's collective wallet size.

For more info on the Breakout or any other Harley-Davidson model, go to h-d.com.

—Kai R.



"Offhand, I'd say these earthlings are advanced to the state of perfection. Give him the anal probe anyway."

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BOMBSHELL'S LAST COVER

Tony Tyrrell says that he first got into motorcycles because his sister worked at a Harley dealership. He was in the 8th grade at the time. She had just bought a bike, and he was hooked after that. Of course he couldn't afford to buy his own motorcycle at the time, so he started collecting parts. What he built was an Evo chopper in a West Coast Choppers CFL frame. Tony says that he has always been good with his hands, and a quick learner, whether by watching someone else, reading from a book, or just plain trial and error.

Today, Tony's the owner of Lone Wolf's Chop Rodz, down in San Diego, California. He wanted to build this bike for his wife, who is not only the model in this feature, but known as the notorious Michelle "Bombshell" McGee; the tattooed model who caused quite a stir back in 2010 when it was revealed that she was the "other woman" in an affair with Jesse James. At the time this was credited as the cause of the break-up of his marriage to actress Sandra Bullock. Michelle has also appeared on the cover of our own *Tattoo* magazine, as well as hundreds of others. It has long been her dream to appear in *Easyriders*, so this is in fact, her last modeling job. Yep, she's going out on top!

"One-off stuff has more soul."

Tony says that he wanted to build something small and light for his wife, so he purchased a donor Ironhead Sportster from Moreland Choppers for $1,000. He pulled the engine and sold off the rest of the bike. His vision was to build a 1960s-style chopper, but with more detail. Michelle purchased a shovelhead neck and seat-post casting, as well as the axle plate castings, on eBay. He used these pieces to build the frame from the ground-up on his frame jig. Tony also scratch-built the four-inch-under springer, which is something he manufactures in-house. He offers them in mild steel or stainless.

Michelle wanted a front brake, so Tony tracked down some shouldered hoop wheels and a mini drum brake. The gas tank is a Wassel, for which he relocated the petcock, and built a stainless cage to float it above the frame. He sent the engine out to Vince the Motorman, who is a legendary motor builder located in Orange County. He also outfitted the bike with his "signature style" exhaust pipes. A complicated twist to be sure, but those curves actually help with performance.

After mocking up the bike and making sure everything fit, he sent the tins to Armando Serrano in Reno. Armando is famous in the world of lowrider cars for his flakes and graphic paint work. Michelle's wish was for black, gold and yellow, and Armando delivered in spades.

Tony says that he most enjoys making one-off parts, mostly of stainless steel. He is not a fan of off the shelf parts, because, "one-off stuff has more soul." The bike has not yet been ridden. He wants to hold off on that to keep it pristine for shows, and to promote his shop.

Tony is also busy at work building our *Easyriders* Sweepstakes chopper.

The bike will feature a Baker 6-into-a-4 transmission and a shovelhead motor put together by motor maestro Kendall Johnson. He's building it old school with a Paughco rigid frame and a Harman-style girder front end. The *Easyriders* Sweepstakes chopper will feature Tony's signature tall pipes and an equally tall sissy bar, with a King and Queen seat thrown in for old timey measure.

Tony Tyrrell

Watch your dream chopper come together right here in *Easyriders* each month, and enter the Sweepstakes today! Who knows? You might just be the owner of a Lone Wolf Chop Rodz chopper. —*Kit Maira*

Owner: Michelle Tyrrell
City: Lakeside, California

GENERAL

Designer: Michelle and Tony Tyrrell
Year/make: 1970 Harley-Davidson
Model: XLCH Sportster
Assembly: Tony Tyrrell
Time: 1 year

ENGINE

Year/make: 1970 Harley-Davidson
Model: XLCH Sportster
Displacement: 883
Cam: Andrews PB+
Ignition: Morris Magneto
Pistons: S&S Cycles
Heads: stock
Lifters: S&S solid
Carb(s): SU
Air cleaner: Tedd's V-Twin
Pipes: Lone Wolf's Chop Rodz

TRANSMISSION

Year/make: 1970 Harley-Davidson
Modifications: stock
Shifting: mid-controls

PAINT

Painter: Armando Serrano
Color/type: House of Kolor/ Gold & Black Flake

FRAME

Builder: Lone Wolf's Chop Rodz
Rake: 29 degrees
Stretch: none
Shocks: none
Other Modifications: Shovel neck, seat post and rigid axle plates

ACCESSORIES

Bars: Lone Wolf's Chop Rodz
Handlebar controls: Kustom Tech
Fender: LowBrow
Headlight: 1965 Mustang fog light
Taillight: Lone Wolf's Chop Rodz
Electrics: Lone Wolf's Chop Rodz
Gas tank: Wassell/Lone Wolf's
Oil tank: Lone Wolf's Chop Rodz
Oil system: brass lines
Seat: "Bates" style
Pegs: brass Lone Wolf's
Grips: brass Lone Wolf's

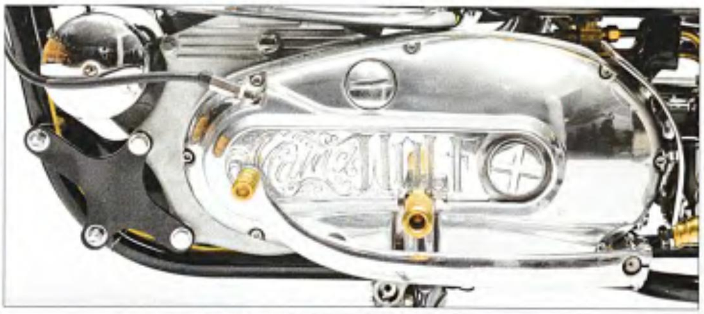
FRONT END

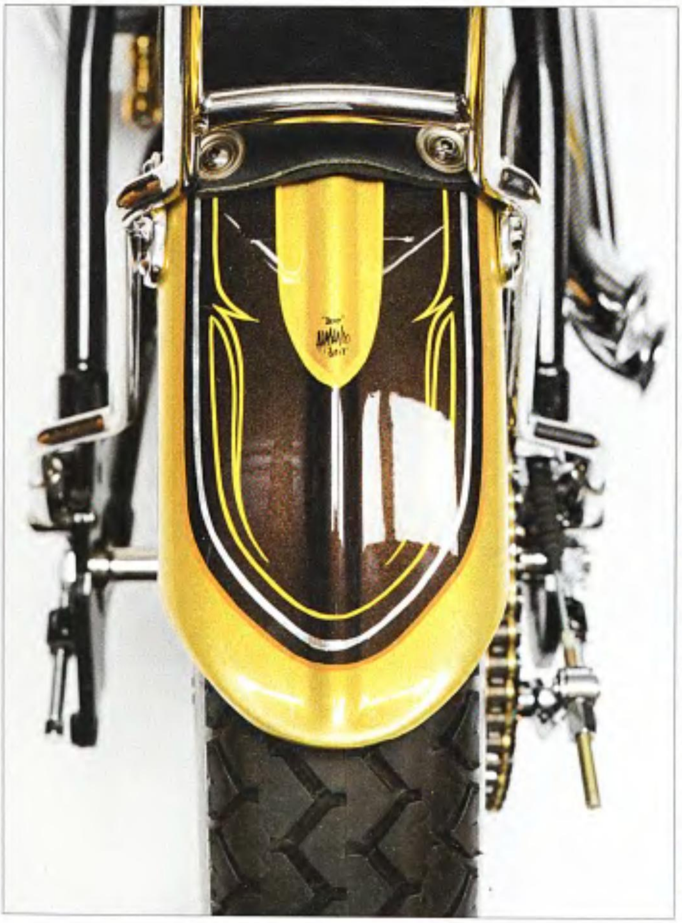
Type: springer
Extension: 4-inch under
Builder: Lone Wolf's Chop Rodz

WHEELS

Size: 21-inch front, 18-inch rear
Wheels: Akront alloy rims
Tires: Avon
Brakes: drum

Photos: Ben Zales
Contact: Tony Tyrrell
Lone Wolf's Chop Rodz
626-393-9420
tonylc6@hotmail.com





"When you race with the Devil, make sure you're not low on gas."

Charlie Brechtel and Dennis Sanfilippo

MADE BY BIKERS, FOR BIKERS

REBEL ON THE HIGHWAY—THE MOVIE

World-renowned Biker musician Charlie Brechtel and executive producer Dennis Sanfilippo have known each other for over 30 years. Long before Dennis won the California Lottery. The hardworking roofer turned music producer was in negotiations with Charlie and legendary Blues musician Deacon Jones to do an album together when Dennis called to let them know he won the Lotto in 1992. "Dennis called and told me he had won 16 million dollars," Charlie recalls.

The musicians were leaping up and down for joy when Dennis called back about ten minutes later and said, "I didn't win 16 million…" Charlie was crestfallen. "I rechecked my numbers," Dennis said. "I won 32 million!" It's no wonder that all his friends call Dennis "Mr. Lucky."

Several years ago, Charlie was talking to Dennis about doing an album of motorcycle music. One of the songs was called "*Rebel on the Highway.*" The idea of doing a biker movie started right then and there. "I was telling Dennis about the movie's plot about two years ago," Charlie tells us. "We were just sittin' in his living room and I was explaining that the film was all about two very American traditions, the Blues and bikers, music and motorcycles. But Dennis wanted to know what the actual story was about. I told him it was about God and the Devil and that Deacon Jones was gonna play the Voodoo King."

"God and the Devil?" Dennis gasped. "How the hell are we gonna do that?" The story of the film *Rebel on the Highway.* is actually a nod to the legend of real life Blues musician Robert Johnson who was said to have sold his soul to the Devil in order to

create the Blues for which he is famous. This Faustian legend has been told many times over the years. Usually, the Devil can be outsmarted by challenging him to a duel of some sort. In *Rebel on the Highway.*, down on his luck biker/musician Charlie Brechtel makes a deal with the Devil for stardom, fame, and fortune. The only way to get back his soul is to challenge the Devil to a motorcycle drag race.

Dennis liked the idea right away and asked to see the script. "There ain't no script," Charlie told him, and then pointed to his head. "It's all in here."

Believe it or not, Dennis believed in Charlie so much that he financed the movie. "I have seen him write a song in ten minutes and knew he could pull off a great story," Dennis says. "All we had to do was capture the story that was in his head." As it turns out, not having a script was just the first of many aspects of the film that flies in the face of traditional Hollywood wisdom. "Part of the success of this film is that there are no big name actors," Dennis says. "In this movie, actors are not playing bikers. Bikers are playing actors." In fact, the only professional actor in the picture is Mickey Jones, former drummer for Bob Dylan.

"Mickey was very ill when we made

the movie," Charlie says. "We had to shoot his scenes in a hospital bed and it was the last movie he made before he passed." Mickey Jones got to see the finished film before he departed this world on February 7, 2018.

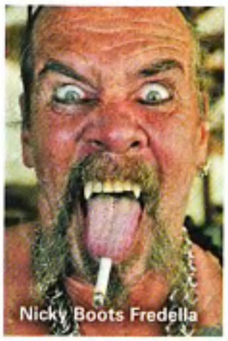
Though the great Deacon Jones appears as the Voodoo King, he too passed during the filming. "The thing that made making this movie important to me was putting Deacon Jones on film," Dennis says. Deacon passed July 6, 2017 right after the film wrapped.

There are many people to thank who helped make this two-wheeled dream come true. Besides Deacon Jones, the film features such Blues legends as Charlie Musselwhite, Guitar Shorty, and Guitar Mac. "Woody from the Buffalo Chip came on board and added legitimacy to the project, even appearing in the film," Dennis says. "That was a big help."

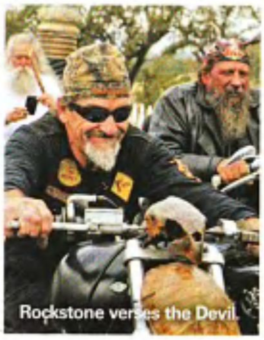
"We have biker legends and Hall of Famers in the picture," Charlie says. "We have Tony Pan playing God! Berry Wardlaw of Accurate Engineering plays Archangel Michael. Rogue is in it. Bean're starts the drag race with the Devil. Bobby Seger of Indian Larry's plays a part. Nicky Boots is the Devil's henchman. The list goes on." There are also members of several one percenter clubs in *Rebel on the Highway.* to add just the right touch of true grit and realism.

The movie has been shown in theaters all over the country to rave reviews, and is starting biker movie nights at dealerships, bike shops, bars,

Bean're starts the drag race that determines who will win Charlie's soul.


Nicky Boots Fredella

The late, great, Deacon Jones with Charlie.


Rockstone verses the Devil.

and club houses from coast-to-coast. The film's B-movie, grindhouse style is a tip of the hat to biker films past and includes touching tributes including one to *Easy Rider* chopper builder Ben Hardy.

"I saw Peter Fonda at the last Love Ride. I played after Buck Cherry and was the last musician on the Love Ride stage," Charlie tells us. "I saw Peter hanging out backstage and asked his advice on making a biker film. He told me, 'Don't let anybody talk you out of your idea,' and, man, I took that to heart. We broke every rule of movie making. Even when we did scenes, we had a few lines written, but improvised the rest."

"Like Bean're says in the climax of the film," Dennis grins, "'The only rule is that there are no rules.'" Movies are forever, and with this new breed of maverick, anti-Hollywood biker films coming from Charlie and Dennis, you can bet they'll go down in biker history.

The success of *Rebel on the Highway.* has spawned a second biker film coming soon from the team called *Rough Boys* sponsored by Lucas Oil and Hupy and Abraham Motorcycle Attorneys. Viewers will have the chance to win a custom chopper built by Paughco and Mondo of Denver's Choppers, as well as $10,000 in cash, by deciphering clues to a treasure hunt that are hidden throughout the film. Watch for details right here in *Easyriders*.

You'll find the DVD or Blu-Ray of *Rebel on the Highway.* as well as the soundtrack album, T-shirts, patches, posters and more at rebelonthehighway.com

—Dave Nichols

Blues legend Charlie Musselwhite lays down the law to Goodtime Charlie.

Photos: Dave Nichols and Felicia Morgan

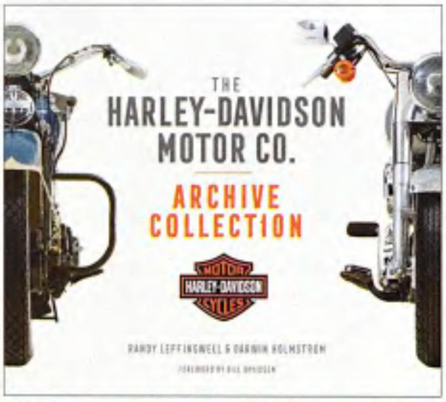
HOLIDAY GIFT GUIDE

Just before Christmas, the "art" of gift giving can often become less of an art and more of a stressful burden for a lot of people. What to give, and to whom? Anybody can buy someone a gift card, but let's face it, how impersonal and cliché is that? And what, in particular, if that person is someone very dear to your heart and a biker? There are only so many black T-shirts a guy—or gal—can wear, and even the cleverest ones get boring after a while.

But fret not. *Easyriders* is here to help you out. That's right, what could be better than getting gift ideas for the biker in your life from the people who have motor oil coursing through their veins? Yes, that would be us.

In our annual Holiday Gift Guide you'll find a selection of some pretty neat gift ideas to put under the Christmas tree, ranging from parts, accessories, and tools to...well, just have a look. We're sure you'll find something for the biker in your life.

—Tripper



THE HARLEY-DAVIDSON MOTOR CO. ARCHIVE COLLECTION

Showcasing a century of bikes that shaped motorcycle history, *The Harley-Davidson Motor Co. Archive Collection* brings Harley more than 100 years of history to gleaming life in page after page of motorcycles beyond compare. This book gives motorcycle enthusiasts an opportunity to pore over the bikes in the collection and to linger over every detail that made Harley-Davidson such an icon of American open-road power and performance. With exquisite, detailed photographs and histories of the hundred motorcycles in Harley's collection, from serial number one built in 1903 to the latest low-slung Softail, high-revving VRSC, and touring models, the book's co-authors, Randy Leffingwell and Darwin Holstrom, capture the excitement of the best-known motorcycles in the world. All that's missing is the patented roar, which readers are invited to supply. Published by Motorbooks, *The Harley-Davidson Motor Co. Archive Collection*, is available at all your favorite bookstores, on or off-line.

REBEL ON THE HIGHWAY

Just in time for Christmas, the perfect gift for the biker in your life! Here's a biker movie made by bikers, for bikers. Down and out biker/musician Charlie Brechtel makes a deal with the Devil to become a famous rock star. The only way out of selling his soul is to challenge the Devil to a motorcycle drag race. But when you race with the Devil, make sure you're not low on gas! Get the DVD, Blu-ray, movie soundtrack, T-shirts, movie poster and more.

rebelonthehighway.com

THREE NEW HARLEY-DAVIDSON CUSTOM PAINT SETS

Perfect for the discriminating biker, these three brand new limited custom paint sets allow riders to express their personality and stand out from the crowd with their bikes. The La Jolla Limited Custom Paint Set was created for the rider who likes to get noticed. It features a vibrant chrome-yellow base with a gold pearl sheen and a bright orange undertone. Vivid Black slash graphics add a more subtle touch. The La Jolla Limited Custom Paint set fits 2018 and later Breakout models, while the Grandstand Limited Custom Paint Set fits 2014 and later Road King, 2015 and later Road Glide and 2014 and later Street Glide models. The black denim and fierce orange base is split by brushed aluminum and then highlighted with warm red pinstripes. Only 150 sets will be offered worldwide for all three touring models. The Tagged Limited Custom Paint Set

meanwhile is a gunmetal base with a satin finish and hand-ground metal grind markings that add an edgy touch. Tag lines that feature graphic messaging of freedom add unique detailing to this set that fits 2018 and later Fat Bob and Street Bob models. Only 150 sets will be offered worldwide. The authenticity embodied in all three of these paint sets is proven with a handwritten certificate for each owner.

h-d.com

HARLEY'S NEW HOG BOOSTER PORTABLE BATTERY PACK

Motorcyclists can easily bring their batteries back to life with Harley-Davidson's new HOG Booster portable battery pack that's small enough to fit right in a saddlebag or backpack. This 1000-amp pack is a simple fix for a weak battery and can boost a battery back to life in a matter of seconds. With the help of high quality alligator clamps and spark proof and reverse

polarity connections, this product protects from damaging the bike's electrical system. The battery easily recharges from a wall outlet with a cell phone's charging cube, from a computer's USB port or from a 12V power outlet. Plus, as an added bonus, it even has the ability to power and charge USB devices like cell phones and cameras. A 100-lumen flashlight with high, low, and strobing SOS modes comes in handy on the pack when a light source is needed. The kit includes a HOG booster unit, 12/V cigarette lighter adapter, a USB charging cord, and a storage bag. They are available at more than 750 authorized retail locations in the U.S.

h-d.com

METALSPORT'S DELUSION & TRILLION WHEELS

Always starting with U.S.A. forged wheel blanks made from 6061-T6 prime aluminum, Metalsport Wheels are machined to the last detail. The "Delusion" features six spokes with a slight twist. Each spoke has the inlay that allows the customer to personalize it or not. As seen here, the chrome version without any inlay coloring and one with the "copper" coloring. Sizes start from the 16x3.5 up to and including the monster 32-incher. The Delusion is available in three finishes: chrome, all black anodized, and chrome with color matching to provide a chance to do some color matching (there are other colors to choose from). Then there's the "Trillion," which was given a complete makeover. The main five spokes still extend from the hub to the lip, but they've added the inlay to allow for color matching. As seen in the picture, multiple colors for the inlay area are available. Sizes are the same as for the Delusion. All wheels come with hubs, plus they offer matching rotors, pulleys, and sprockets. You can even get the wheel already mounted with your choice of tire, Vee Rubber or Shinko.

metalsportwheels.com

MID-USA'S 40- AND 60-SPOKE WHEELS

Mid-USA's line of 40- and 60-spoke wheels come at a very affordable price. The 40-spoke wheels feature drop center steel rims and chrome spokes, and include bearings and seals. The rims are available with OE chrome hubs or black hub

and rim. And for Big Wheel Bagger owners, Mid-USA also offers a 23-inch 40-spoke version. Meanwhile, the 60-spoke wheels have the same great features as the 40-spoke wheels, with the addition of a show chromed billet hub. The 60-spoke wheels are available in chrome. Keep these wheels in mind next time you need to make a bold statement and don't want to explode your budget.

mid-usa.com

VANCE & HINES STAINLESS 2-INTO-2 UPSWEEPS

Refined from four decades of on-track competition, these stainless 2-into-1 upsweeps look and act the part. They're hand-TIG-welded of high grade (ASTM A269) 304 stainless steel with a brushed works finish, and they're engineered to squeeze maximum torque and power out of the Milwaukee-Eight powerplant. Replete with megaphone mufflers, oversized 2-into-1 merge collectors, and race-inspired heat shields, they fit bikes with forward and mid-controls, like the 2018 Fat Bob, Street Bob, Slim, Deluxe, and Low Rider. They will, however, not fit the Fat Boy, Breakout, Heritage Classic, and Sport Glide.

vanceandhines.com

GRAND NATIONAL 2-INTO-2 EXHAUST FOR FAT BOBS

Inspired by their domination in American flat track, S&S Cycle has taken performance exhaust to the next level. Combining a two-into-two format with a hidden crossover, the new Grand National system is designed for pure, relentless performance. Clean bends, stainless header tubing, and full shielding create an exhaust that makes real power without the punishment of melted boots

and the uneven torque delivery of most other short tract systems. S&S also includes wide band O2 sensor ports as well as removable secondary baffles that allow for sound and backpressure tuning. Available in chrome or black ceramic.

sscycle.com

HOOLIGAN 2-INTO-1 EXHAUST FOR HARLEY-DAVIDSON SPORTSTERS

Lowbrow Customs has teamed up with Kerker for this Hooligan Exhaust, a USA-made, high-performance, 2-into-1 exhaust system for Harleys that was created with an eye on affordability. This exhaust fits Harley-Davidson Sportsters 1986 through 2003. The Hooligan Exhaust is so named because the marriage of high performance and plenty of ground clearance make this an excellent exhaust for Hooligan racing. This exhaust pairs well with stock and custom Harley Sportsters, and features a full-flow mechanical core for a deep throaty sound and excellent mid to top end performance. It shifts the power curve to the top end, providing high RPM power that's immediately noticeable. This system offers a trouble-free install and works perfectly with OEM mid-controls or forward controls. Installs use the stock OEM exhaust mount (not included).

lowbrowcustoms.com

HIGH-PERFORMANCE SUPERMEG EXHAUST

The 2-into-1 SuperMeg Exhaust is a high-performance, USA-made exhaust system at an affordable price level. The 2-into-1 SuperMeg exhaust is available for 1991-2017 FXD Dyna, 1984-2011 FXS / FLS Softail and 2004-2018 XL Sportsters. This exhaust system works with OEM mid-controls

or forward controls and offers a straight-forward installation using the included mounting bracket. Stripped of extraneous heat shields and available in one color—black—the 2 into 1 SuperMeg features a full-flow mechanical core for a deep throaty sound and excellent top end performance. A 2.5-inch non-baffle, mechanical core provides a deep, bottomless rumble. The core and packing are rebuildable for minimum maintenance. Made in the USA.

lowbrowcustoms.com

CUSTOM DYNAMICS REAR BULLET RINGZ FOR INDIAN

For a cool rear LED turn signal conversion on Indian models, check out Custom Dynamics' Bullet Ringz. With a simple 2 wire Posi-Lock installation, riders can enhance their safety and visibility on the road while still maintaining a sleek, exceptional looking application. Each Bullet Ringz contains 7 red LEDs embedded into the outer aluminum bezel plus 24 red LEDs at the center – all of which have a lifetime warranty against LED failure. You can tailor the look even further with a choice of black or chrome aluminum bezel housing and a red or smoke lens. They operate as turn signals only unless Custom Dynamics' SMART Triple Play for Indian module is installed. Fits 2014-2018 Indian Chief, Springfield, Chieftain, and Roadmaster models (does not fit Scout).

customdynamics.com

PROBEAM LED HEADLAMP FOR ROAD GLIDES

Want better visibility? Check out these ProBEAM headlamps, made in the USA. They're now available for 2013-Earlier Harley-Davidson Road Glide models and utilize state-of-the-art, automotive grade LEDs to deliver maximum performance with enhanced visibility for both riders and other drivers. Using both high-power advanced optical D lenses and projector lenses, these new ProBEAM headlamps produce an amazingly wide optical pattern. Made from a heavy-duty, light-weight die-cast aluminum, these low-profile dual headlamps include fairing mounting plate and support bracket. They are available with a chrome or true black finish, plus durable polycarbonate lens for durability. ProBEAM headlamps are SAE and DOT-compliant and are backed by the Custom Dynamics Lifetime LED Warranty.

customdynamics.com

DK'S SLIP STREAM SKID PLATE FOR 2004-UP SPORTSTERS

For the biker who likes to ride hard, the DK Custom Products' Slip Stream skid plate fits 2004-up Harley Sportster models. They're laser-cut and made of 1/8-inch aluminum from a single piece for strength. They're also made in the USA. You can pick from black powdercoat or raw aluminum finish. Stainless fasteners and 6 foam spacers are included. The plate bolts directly to the frame in 5 spots for added strength and protection. The kit contains everything needed for a 15-minute install. Of course, step-by-step instructions are also included.

dkcustom.com

VANS/CULT V-TWIN GRIP SET

"Man, you need Vans!" Remember that sneaker slogan? Well, the folks at Vans have teamed up with Cult to create a modern-day classic design for your V-Twin Motorcycle. Designed by Cult, the Vans/Cult V-Twin Grips feature the classic Vans waffle sole pattern with a subtle, domed center section for improved ergonomics and vibration dampening. Each pair is constructed in-house at ODI using their proprietary grip compounds for a consistent feel that provides exceptional control in all conditions. Available in 5 Colors: black, classic orange, gum rubber, ox blood, and brown. Both 1-inch and 7/8-inch handlebar fitments are available, and they're 125mm (5 inches) long. Proudly made in the USA by ODI.

odigrips.com

WILD 1 CHUBBY'S GAUGE MOUNT

If you're looking for a gauge mount for your brand new Harley Streetbob or Breakout, you're in luck. Check out this brand-new Wild 1 Chubby product: the new W0540 Chubby gauge mount bolts directly onto a 1.25-inch diameter T-Bars or a 1.25-inch diameter risers (risers must be at least 3.5 inches tall), thus relocating the gauges to a more convenient location. They not only allow you to utilize your gauges when switching to T-bars or risers and handlebar, these gauges also add a clean look to your ride. These gauge mounts are machined out of the highest quality T-6061 billet aircraft aluminum and come in a show chrome, satin black powder coat or raw finish. They're also 100 percent manufactured in America.

wild1inc.com

SHOW CHROME ACCESSORIES' 4-½-INCH TWO-WAY SOUND

While Show Chrome Accessories is perceived as a chrome company, it also delivers exceptional audio components from headsets to stereo speakers. Their latest design is an update to their 4-½-inch Two-Way Coaxial Stereo Speaker. This waterproof high output midrange speaker is driven by a sturdy, state of the art neodymium magnet with poly mylar tweeter, delivering unmatched sound quality to this impressive speaker. Rated with 3 ohms of impedance, 120 Watts of maximum power and 30 Watt RMS, this speaker delivers the superior sound you crave.

bigbikeparts.com

CIRO TWIN RAIL FLOORBOARDS

Ciro's Twin Rail floorboards are designed with comfort, style, and versatility in mind. Multiple mounting points and splined-peg adapters allow you to find the perfect position, whether you're using them as passenger boards, highway pegs, or rider floorboards. The refined styling complements that of your OEM boards or pegs for a seamless look.

ciro3d.com

CIRO ASR FLOORBOARDS

These ASR floorboards by Ciro offer unique, aggressive styling. They were created in conjunction with Adam Sandoval from Scootin' America in an effort to maximize comfort, grip, and durability.

They fit motorcycles and accessories with H-D male mount clevis.
ciro3d.com

PLATINUM AIR'S BLEED-FED MONO SHOCK KIT

The folks at Platinum Air Suspension do one thing well, and that's good to know when you're looking for superior suspension. While they make suspensions for just about any Harley (except for rigids), this bleed-fed mono shock for 2018-and-later Softails is their latest offering. This puppy boasts a minimum retraction of 10-7/8 inches, maximum extension of 12-7/8 inches, and a rear lift and shock travel of 4 inches. Shocking? Sure, but in a good way.
platinumaisuspension.com

V-FACTOR'S REMOVABLE PILLIONS, PADS, SADDLEBAGS

These new removable bag and pillion pad combos give you the great flexibility when you're on the road. They're available as a one piece pad and saddlebags, or as pillion pad only. Suction cups make for easy attachment. The pillion pad measures 10 inches by 6 inches, with a 1-3/4-inch thickness. The saddlebags measure 7-¼ inches by 2-½ inches and an 8-inch height. Made from rich grain black leather, these pads and bags give you plenty of options, and look pretty damn good. In addition, V-Factor also has tool bags and fairing pouches to help with storage on the road.
mcpartsinstock.com

480 SADDLEBAG KING KOOLER

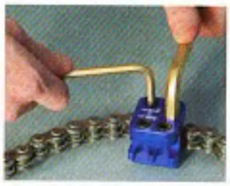
Hopnel's all new cool gray TPU Waterproof Liner with heat sealed seams and high density insulated foam will hold up to 24 beverage cans. A new 4-inch wide double top zipper allows full and easy loading and access to the chilled contents of this 19-inch by 10-inch by 6-inch King Kooler. Includes adjustable and removable shoulder strap, 2 side 6-inch by 7-inch zippered compartments and another 4-½-inch by 6-inch zippered end pocket to accommodate other picnic needs. Fits almost all hard Saddlebags from: Harleys Indians and Victorys to Yamahas, Kawasakis, and Goldwings.
bigbikeparts.com

ANCRA GRADUAL RELEASE TIE DOWNS

There may be times when you just have to trailer your bike (or bikes). Ancra's gradual release system built into the ratchet enables the user to back the ratchet off one click at a time, eliminating the exploding ratchet that pops open forcefully under load. These tie-downs let you level the bike on a trailer or reduce the compression on the front shocks without having to release all of the webbing and retighten. The 1.5-inch tie downs have a working load capacity of 600 pounds per strap and measure 66 inches in overall length with a sewn hand loop. They're made with 4,500 lb rated aircraft quality nylon webbing, engineered to withstand weather and abrasion. This is Ancra's strongest, most secure ratcheting tie down, perfect for transporting heavy cruisers. Available in black or red, they're sold in pairs.
mid-usa.com

SPYKE QUICK CHANGE CRIMPING TOOL

Spyke has just released a new wire terminal crimping tool for motorcycle use. This new set features an ambidextrous, ergonomic, non-slip rubber grip for comfort and ease of use. According to Spyke, the unique thing about this crimper set is the quick release interchangeable die set. Unlike most crimpers, no tools are required to change the die sets. The included five different sets of dies will handle the most common automotive terminals, including insulated and non-insulated terminals. The rugged carbon steel tool body is finished in corrosion-resistant black oxide, and the hardened die sets are zinc-plated chrome-moly. The ratcheting action provides for a precise uniform crimp every time, and is adjustable. The entire kit comes in a blow-molded plastic case for storage to keep the dies and tools safe and together.
spykeinc.com



MOTION PRO MASTER LINK PRESS TOOL

Make chain repair and maintenance easier with this original Motion Pro designed master link press tool. You can easily press on and off master link plates for clip-style chains. This tool works on all 5-series chains without damage. Hardened steel pins make for reliable use and light-weight billet aluminum construction for strength. It's in a durable blue anodized finish with laser-etched markings. It's not for use in breaking rivet master links.
mid-usa.com

BIG BIKE PARTS' PUSH PIN PLIERS

Increasingly, plastic push pin rivets are used by manufacturers to fasten panels together. The R&D department at Big Bike Parts apparently needed a way to remove push pins quickly and easily without damage, so they developed a tool for it: these 80-degree offset push pin pliers make it easy to pull push pins without damage so the anchors can be reused. Measuring 7-½ inches long and with a 80 degree tip angle, these pliers are especially handy in hard to reach areas. They are spring loaded for easy gripping with textured handles to reduce hand fatigue. These push pin pliers ought to be in every toolbox.
bigbikeparts.com

JIMS SWINGARM BEARING INSTALLER

We all know that swingarm bearings must be installed and aligned accurately to avoid unsafe handling and to ensure control of the motorcycle. Now this tool from the folks a JIMS makes this task a lot easier; it installs both drive side and brake side bearings, which are at different depths. JIMS even took it one step further and added a remover to press the spacer out of the bearing.

jimsusa.com

JIMS AXLE INSTALLATION GUIDE

These guys at JIMS just keep coming up with great new gadgets. Like this one for the installation of motorcycle axles, which has never been simple. Trying to align the wheel with other components such as swing arms, caliper brackets, wheel hubs, and spacers can be frustrating, especially when you're trying to do the job alone. You can easily eliminate these problems by purchasing the brand new JIMS axle installation guide. This tool is exclusive to JIMS and was designed by their talented partner, Hiro Koiso.

jimsusa.com

AMSOIL'S SEVERE GEAR EASY PACKS

AMSOIL has come up with a new packaging system for hard-to-reach gear lube installations. The Severe Gear Easy Pack allows for quicker and easier changing of gear oil and is a lot less messy because the flexible packaging yields improved maneuverability and access to fill holes, even in confined spaces. Easy Packs are available with AMSOIL Severe Gear 75W-90 and 75W-140 100 percent synthetic gear lube whose formulation has not changed. It still provides high film strength for high-load demands, reduced friction and wear, and maximum fuel efficiency. It also remains available in traditional quart packaging.

amsoil.com

STAR BRITE'S OIL PADS

Oil changes and major engine repairs usually result in oil stains on workbenches and floors that can become a major cleanup project. However, if you prevent the mess with Star Brite's oil absorbent sheets, there's nothing to clean up. The soft material is engineered to repel water while absorbing many times its weight in oil, fuel, and grease to make clean-up as easy as rolling up and disposing of the pad. A large 17-by-19 inches in size, the pads can be placed on tabletops for smaller projects, under bikes being worked on, or in storage to collect fuel leaks or oil drips. The sheets are also an ideal way to keep tools and parts handy during a job, so nuts, bolts and tiny parts won't fall off the bench and become lost. After you're done, dispose of them in accordance with local regulations. They're available as 5-packs or in bulk packages of 100 or 200 pads.

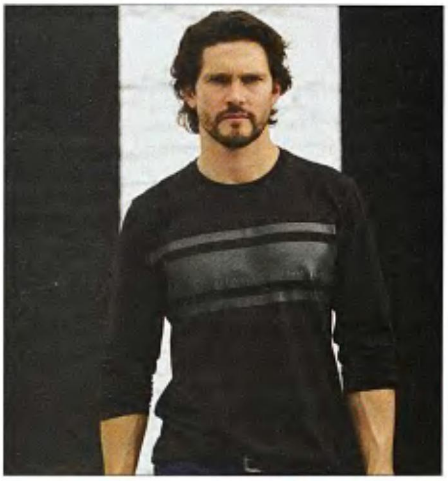
starbrite.com

NEW H-D MOTO COLLECTION

The new H-D Collection puts a sophisticated twist on a signature look with a classic, moto-inspired touch. Both the men's Temerity Slim Fit leather jacket and women's Tenacity leather jacket feature two side vents that help keep riders cool in warm weather. Stretch fabrics, along with strategic placement of body armor pockets, allow for more flexibility and comfort while riding. Both jacket styles feature simple and modern details, making

these functional jackets a great choice for the rider seeking a subtle and sophisticated expression of the H-D brand.

h-d.com



NEW H-D SHIRTS AND HOODIES

This Stretch Long Sleeve Slim Fit shirt for men is designed with high-density graphics on the upper back and left chest. Subtle details have been added to this classic, button-front shirt to give you a casual, yet sophisticated look. Stay warm and comfortable in the women's Long Line Logo Hoodie. This zipper-front hoodie features snap hand-warmer pockets, as well as a longer-length silhouette. The tonal studded Bar & Shield logo placed on the back of this hoodie puts a modern twist on a classic piece.

h-d.com

H-D'S NEW GARAGE COLLECTION FOR MEN

As part of Harley-Davidson's new Garage Collection, the Men's Denim Slim Fit Shirt features a soft feel to the touch and a gray denim hue that hints at the classic metal feel of H-D motorcycles. Sealed with an embroidered H-D patch on the left chest, the snap-front style makes this shirt easy to wear closed or open, featuring one of H-D's classic tees.
h-d.com

H-D'S NEW GARAGE COLLECTION FOR WOMEN

The Women's HDMC Plaid features a similar design with an embroidered H-D patch on the left chest and a button-front close. With contrasting blue and yellow colors, this classic plaid patterned shirt is made from a soft, durable rayon material that will give an undeniable sense of comfort on or off the bike.
h-d-.com

ROLAND SAND'S RIDING JACKET FOR MEN

The new Jagger by RSD is a true, 3-1, multi-season jacket that has you covered in various conditions. A simple yet sophisticated café racer-styled jacket, the Jagger is constructed of a premium Matte Buffalo leather that is soft and supple. The Jagger comes equipped with a seam-sealed hoodie that acts like a barrier for the cold days on the bike, but can be worn separately as a casual piece, as well. Remove it and you have a classic leather jacket, perfect for those mild to warmer days. Additional features include a mesh liner, shoulder intake vents, and back exhaust ports with all YKK's zippers and unique quilt stitch detail for aesthetics.
rolandsands.com

ROLAND SAND'S RIDING JACKET FOR WOMEN

With classic café racer styling on the outside and a removable, separately wearable waterproof hoodie on the inside, the Mia is a 3-1, multi-season jacket with all of the right features. A clean A-sym front zipper is featured on both the jacket and the hoodie, and simple yet refined quilt stitch details on the jacket give it just the right amount of styling. The Mia also features Flex ribbing on the back sides and elbows to help with articulation and fit. Run it with the hoodie for those colder/damp days, and without the hoodie for mild to warm conditions. The Mia also comes equipped with premium Knox Microlock molded armor for superior impact protection.
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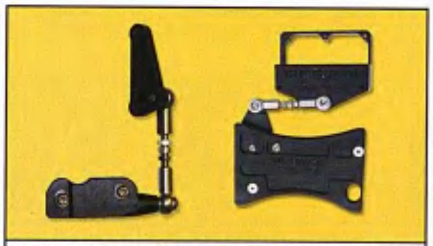

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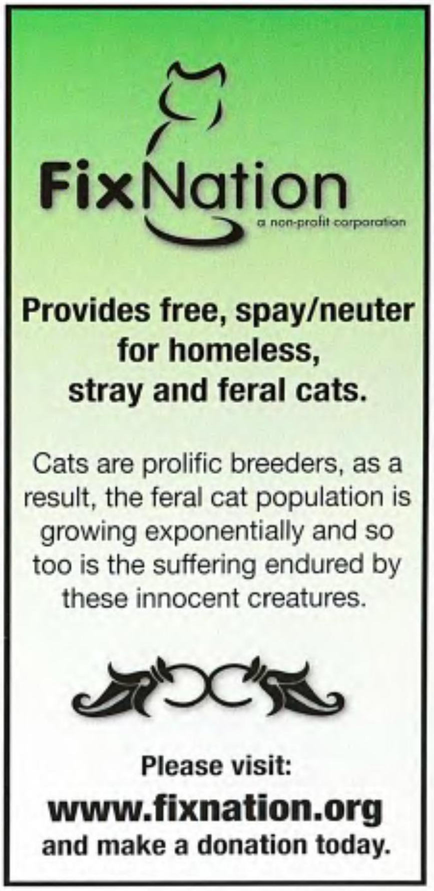
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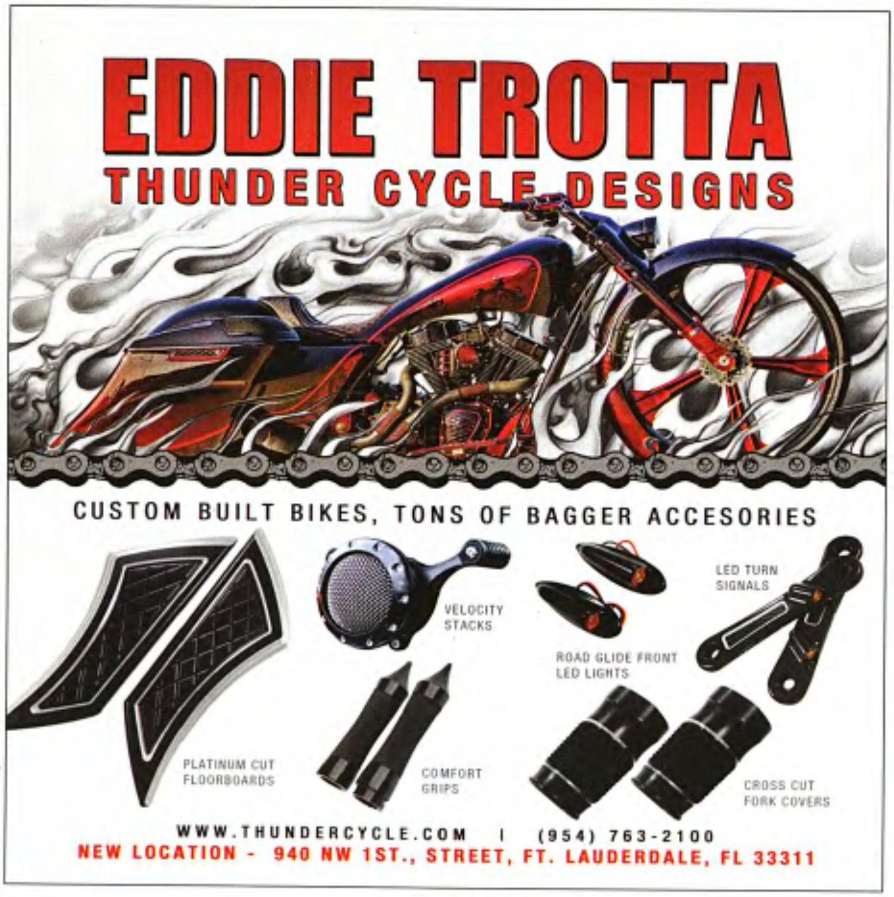

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"What we find in a soulmate is not something wild to tame, but something wild to run with." – Robert Brault
—Photo of Charles and Memory by Lune De La Rogue Photography

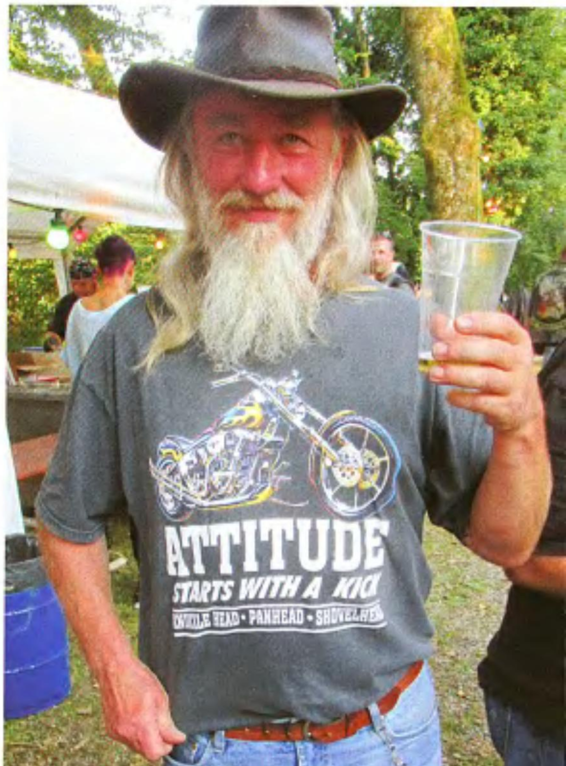
Hard-rider Gabrielle and her custom Fatboy wish you peace and two wheels forever! —Gabrielle Esquiro, Santa Rosa, Calif.

Eric heads to the next bar in proper Black Hills Protective gear. Sturgis 2006ish. —Eric Jankowski, Beavercreek, Ohio

We prefer digital photography but can also use in focus black-and-white and color prints. We're looking for photos that exemplify the biker lifestyle we love. If we use your photo you will receive a digital copy of our *Easyriders* DMAG (digital magazine). We accept digital photos at: *photos@easyriders.net.* Please include your mailing address, email address and phone number with all digital submissions. For snail mail, please label all photos you send with your name and address. Photos will not be returned. Mail your Wind shots to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Gabe gets high on grass somewhere in North Carolina. —Chris and Gabe Gibbany, Harrison Ark.

Someone lost her shirt on the highway. —DaveyDawg, Abingdon, Md.



Attitudinality. —Fritz Braun, Ulm, Germany

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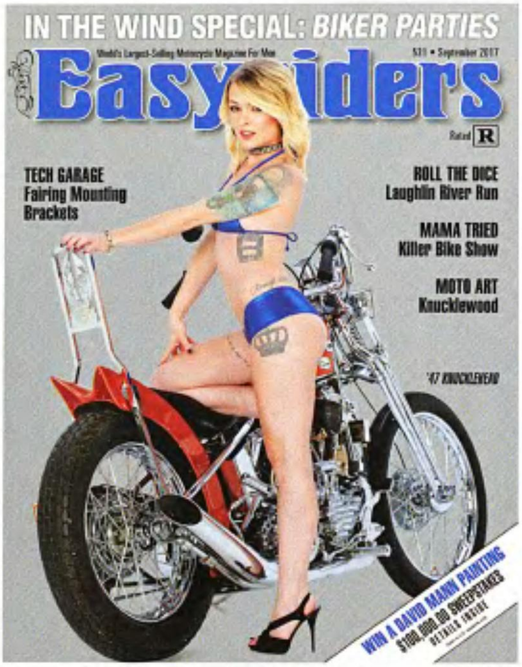

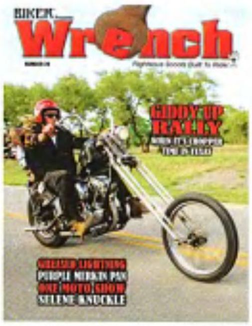

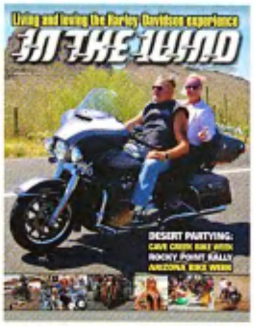

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This Month's Winner

Meet Bella, a saucy brunette from the state of Texas with a penchant for counseling depressed armadillos. Turn back to page 6 and watch her moisten the welds on Ben Hunt's awesome Paper Street Customs shovelhead.
—*Captain Meathook*

#1201 Ashley—Alabama

"My first ride on a Harley was with my Daddy. I was excited and scared but I knew he would keep me safe. It was so much fun that I didn't want it to end."

#1202 Blondie—Arizona

"My first ride was on the back. I got tired of riding on the bitch seat so I bought my own this year. Nothing like a hot blonde on a hot bike!"

#1203 Sarah—Louisiana

"I am part Cherokee. My first ride on a Harley I remember putting my hands up, closing my eyes and imagined being a Cherokee Indian on a horse."

WIN $500!

Hey ladies, now you can win $500 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to www.easyriders.com and clicking on Fox Hunt.

Easyriders magazine is looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets $200 for sending in the photo and the winner gets $500 for modeling at our studio or choice of location.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

• Entry photos must be topless. **No Polaroids or scanned photos!**

• The release form (on this page) signed and a photocopy of model's driver license.

• A photograph of the model holding the signed release form and her driver license.

Please submit three to five color prints, color slides, or digital images (4x6 300 DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to:
Easyriders Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt). The voting deadline is one month after the on sale date of this issue. We'll announce the winner in a future issue of *Easyriders*.

Here's next month's Fox Hunt Winner as selected by you belly-bumping bastards. Please meet Sarah, a savvy and salacious scientist from the hazy green fields of Northern California where she's conducting a study on short-term memory loss. She's also conducting a study on short-term memory loss. Come back next month or, well I don't remember exactly, but it's probably something pretty bad.

545

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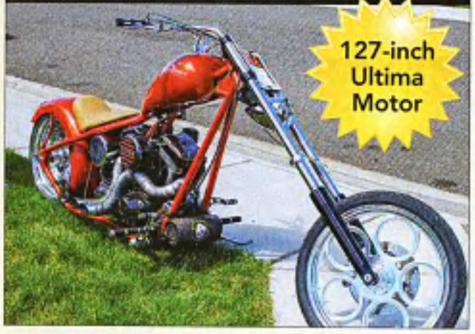

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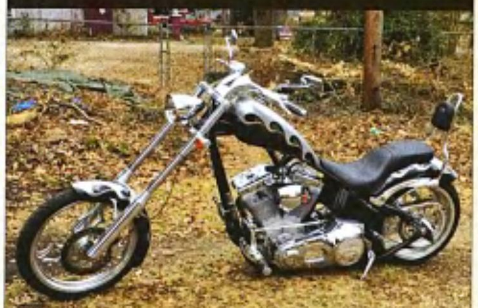

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Princeton, New Jersey
1975 Shovelhead

The basic story is that Dragan rode a Softail for a while, got bored with it, and wanted to change things around. But for all the changes he wanted to make, a friend of his who, he says "knows a lot about Harleys," told him to get a new bike instead. So Dragan looked around and found this 1975 shovelhead. It turned out to be the perfect bike for Dragan's plans.

It should also be mentioned that Dragan has, as he puts it, "a background in Ducatis" and likes to take the one he still owns—(he sold the other one to get the shovel)—to the race track not far from his house about twice a week, and just let 'er rip. What this all means is that Dragan and his friend Chris Freda from Mayhem Cycles put this shovel together in a way that suits Dragan's taste for both speed and old-school looks.

He left the engine intact (with the exception of adding the S&S Super E carb) as well as the 4-speed tranny and the frame. Everything else was either cut off, modified or replaced. In fact, Dragan says he lightened the bike by about 80 pounds in total by cutting the fenders, the chrome rear, the saddlebags, and more.

The Showa front end, for instance, was gutted, and Dragan installed a RaceTek upgrade kit in it, while the rear end benefited from a set of custom-made shocks, also from RaceTek. The brake calipers are PM, 6 pistons in the front and 4 in the rear, while the brake master cylinder came off one of his Ducatis. "That makes for stiffer braking," he says, "which is a real nice mix and makes the bike handle really nice."

Also custom-made are the handlebars, the solid-mount seat (for which Chris made the pan), and the wiring harness. Dragan, an electrical engineer by trade, handled the wiring himself and added a Motadget unit for complete control of the bike's electrical aspects.

Chris also made the peanut gas tank by cutting out that "swoosh" on either side. Dragan chopped the rear fender, and the two of them created the cool exhaust system that Dragan is particularly proud of. "This bike sounds amazing," he says. "Like an old Silver Mercedes race car when you rev it. We've got a few little mountains around here, and I ride the bike about twice a week. I don't race through town, but when I accelerate, I see kids either smiling or crying; there's nothing in-between. It's a very emotional response either way."

—*Tripper*

Dragan Cekic's 1975 shovelhead is this month's winner of our Star Brite Reader's Ride contest.

Photos: Owner

Comin' At Ya

The January issue of *Easyriders* (#546) features our Fox of the Year, Sarah Jain. Ride with us to Harley's 115th Anniversary Party in Milwaukee, hit the Fuel Cleveland Show and take in all the wild two-wheeled antics of the Easyriders Motorcycle Rodeo in Fowlerville, Michigan.

Custom bike features will include a Kirk Taylor custom, a Softail Slim from Germany, Bill Dodge's panhead chopper, Mike Saenz' radioactive Victory, Jesse Srpan's Raw Iron Evo and Cody Murchland's perfect pan.

All this plus a whole lotta laughs, another classic David Mann painting AND our Easyriders Calendar for 2019, filled with hot tattooed babes and badass custom bikes. It's all roarin' your way in the January *Easyriders*!

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David Mann's painting *Santa Bringing Gifts* first appeared in the December 1980 issue of *Easyriders* magazine.